

The
Hongkong Telegraph.

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A high-contrast, black and white photograph of a large, multi-story building, likely a government or institutional structure. The building features a prominent central section with a series of windows and a flag flying on the right side. The image is heavily stylized with high contrast, resulting in a grainy, almost abstract appearance.

Some of the best pictures ever taken of the Shanghai Bund and shows the variety of water traffic, anchored in the Whangpo; the scene, creating a picture of modern life, is dominated by the skyline of the city and Avenue of the Dead, and the old, dilapidated wooden pier, all contributing their share to the general activity. Note the long sand-chimney, early, Chinese work, just in the distance.

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YACHTING.

THE LADIES'
CHAMPIONSHIP.

Although conditions were cold
yesterday there was a fine sailing
 breeze for the third of the series of
yacht races in the Ladies' Cham-
pionship. Twelve boats turned out
and had a splendid sail. The
course was from the Yacht Club to
Channel Rocks, Kowloon Rock,
Cust Rock and the finish at the
Club line, the distance being 6.1
miles.

The starters were Diana Mrs.
Arthur, Colleen (Miss Stobart),
La Linda (Miss Montenegro),
Dorothea (Mrs. Watson), Thecla
(Miss Somers Ellis), Adanne (Miss
G. Grace), Ailsa (Miss Owen
Hughes), Holeyon (Miss P. Grace),
Sealark (Mrs. Cook), Joan (Mrs.
Davison), Ursula (Mrs. Fawcett),
and Bluenose (Mrs. Tracy).

The start was at 3.30 and the
results were as follow:

	Corrected Finishing Time.	Pts. to date.
Diana (1).....	4 39 34	
Colleen (2).....	4 40 27	
La Linda (3).....	4 41 10	
Dorothea.....	4 45 13	

	Other Classes.	Pts.
Bluenose (1).....	4 51 12	53
Ursula (2).....	4 55 22	45
Joan (3).....	4 52 30	54
Sealark.....	4 54 42	47
Holeyon.....	4 55 9	30
Ailsa.....	4 56 24	3
Adanne.....	4 57 28	3
Thecla.....	4 58 3	32

Saturday's Race.
On Saturday there was sailed
another race in the racing classes
championship. The course was to
Lyemun Beacon, Cust Rock, Mark
on Club line and Channel Rocks,
the distance being 9.8 miles. The
results were as follow:

Handicap class.—Colleen (1),
Rolla (2), La Linda (3), Dorothea,
Diana and Falcon.

One Design.—Ailsa (1), Bonito
(2), Daphne (3), Holeyon.

Hayward Heyes.—Boojum (1);
Ursula (2), Bluenose (3), Sealark,
Adanne, Gladys and Adele.

Guel Class.—Joan (1), Pierrette
(2), Guel (3), Thecla and Mee Sing.

Club v. The Navy.

Sunday was made the occasion of
the annual contest between the
Club and the Royal Navy. Last
year the Navy had the pleasure of
winning the event and taking away
the Club flag, but on this occasion
the Club were successful and Com-
modore Grace had to hand over his
pennant. Ten of the racing fleet
were used, eight being Hayward
Heyes and two of the Guel boats
making up the number. As before,
two races were sailed, one in the
morning and one in the afternoon,
the Navy crews taking the boats in
the afternoon that had been raced
by the Club nominees in the
morning.

The course in the morning was
to Kowloon Rock, Channel Rocks
and Cust Rock, five and a half
miles. Here the Club had matters
all their own way, four of their
team of five crossing the line
in front of the first Navy boat. In
this event the Club gained a heavy
lead in points, scoring 39 to the
Navy's 17.

In the afternoon the course
was longer and the Navy men
showed to better advantage.
Ursula was first home for the Club,
followed by two Navy boats, but
then three Club boats got in before
another Navy boat and the score
in points was Club 31, Navy 25,
the totals on the two contests
being Club 70, Navy 42.

The Navy helmsmen were Lts.
Shadwell and Dalson, Lts. Brown
and King, Lt. Comms. Creswell
and Lockhart and Commodore
Grace and Lt. Agnew. The Club
team was as follows.—Messrs.
Tracy and Arthur, Vaux and Grist,
Adams and Rouse, Cook and
Armstrong and Tickle and Ritchie.
Tiffin was served between the
events at the Club house and at

POSSESSION CASE.

THE PARTY WALL
QUESTION.

A case was heard yesterday by
Mr. Justice Gompertz in the
Summary Court in which the
landlord of 82 Praya East claimed
possession of those premises.
Plaintiff was Ko Chi-chung of 17
Queen's Road Central, and de-
fendant Mak Yuk tong. Mr. H.
C. Macnamara appeared for the
plaintiff and Mr. R. E. A. Webster
represented the defendant.

In opening Mr. Macnamara said
the case was a simple one, for the
parties had agreed that the only
matter for His Honour to try was
whether the notice did or did not
disclose the exact nature of the
reconstruction intended, in ac-
cordance with the requirements of the
Housing Ordinance. He would put
in the notice and place Mr. Raven,
the architect, in the box to prove
what the reconstruction was to be.
The notice said: "To pull down and
completely rebuild." The case was
a little outside the party wall
decision. A party wall did come
into it, a portion of the wall being
on No. 82 and part on 83 Praya
East.

Mr. Raven gave evidence and
said the wall in question was partly
on 82 and partly on 83, but 82
was not concerned with it.
The wall supported the floors
of 83, but the floors of 82
had their own supports.

Cross-examined, witness said the
wall was to be left as it was.
Mr. Webster applied for an ad-
judgment so that he could have
an expert's advice on the matter.
His client had been ill and he had
had no opportunity to take in-
structions from him.

His Lordship intimated that on
the evidence before him his posi-
tion was clear.

Mr. Webster said he agreed that
an order for possession would have
to be given unless his expert could
give rebutting evidence to that
given by Mr. Raven. The case was
adjourned until Dec. 5th.

LAND SALE.

REPULSE BAY LOT.

There was an attendance of
three at Volunteer Headquarters
yesterday afternoon, when Rural
Building Lot No. 251, situated at
Repulse Bay, was put up for
auction.

The lot has an area of 79,140
square feet at an annual rental of
\$272, the upset price being \$5,447.
In the conditions of sale was a
building covenant of \$40,000, the
lease to be for 75 years with the
option of renewal for a further 75
years.

The upset price was bid by Mr.
H. L. Yung and the lot was
knocked down to him without
further bidding.

the end of a fine day's sport the
Commodore handed over his
pennant to Capt. Arthur, the Club
Commodore, and in so doing said
he hoped to induce the new
Commodore to get the Navy to
fight for it next year.

Interesting Presentation.
Opportunity was also taken to
make the occasion one for a
presentation to Yeoman of Signals
Franklin, who for four years has
acted as starter and time-keeper in
all the Club's races. Yeoman Sig-
Franklin is returning to England
shortly. The presentation took the
form of a silver cigarette case and
match-box suitably inscribed and
bearing the crest of the Club.

In making the presentation Capt.
Arthur paid high tribute to the
services that had been performed
by the Club time-keeper, remarking
that they all deeply regretted that
he was leaving. They only hoped
they would get someone who would
give such excellent and valuable
service.



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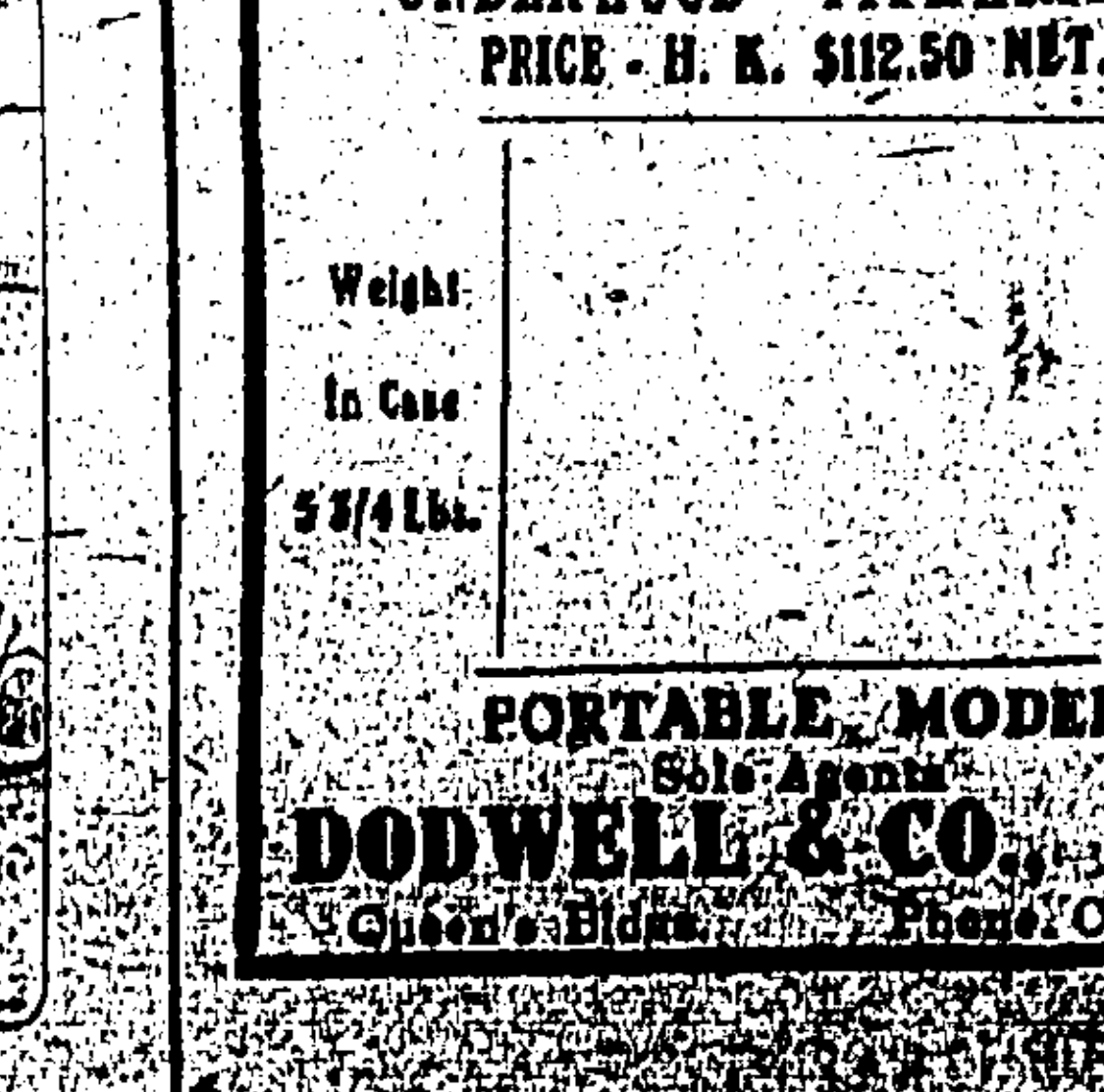
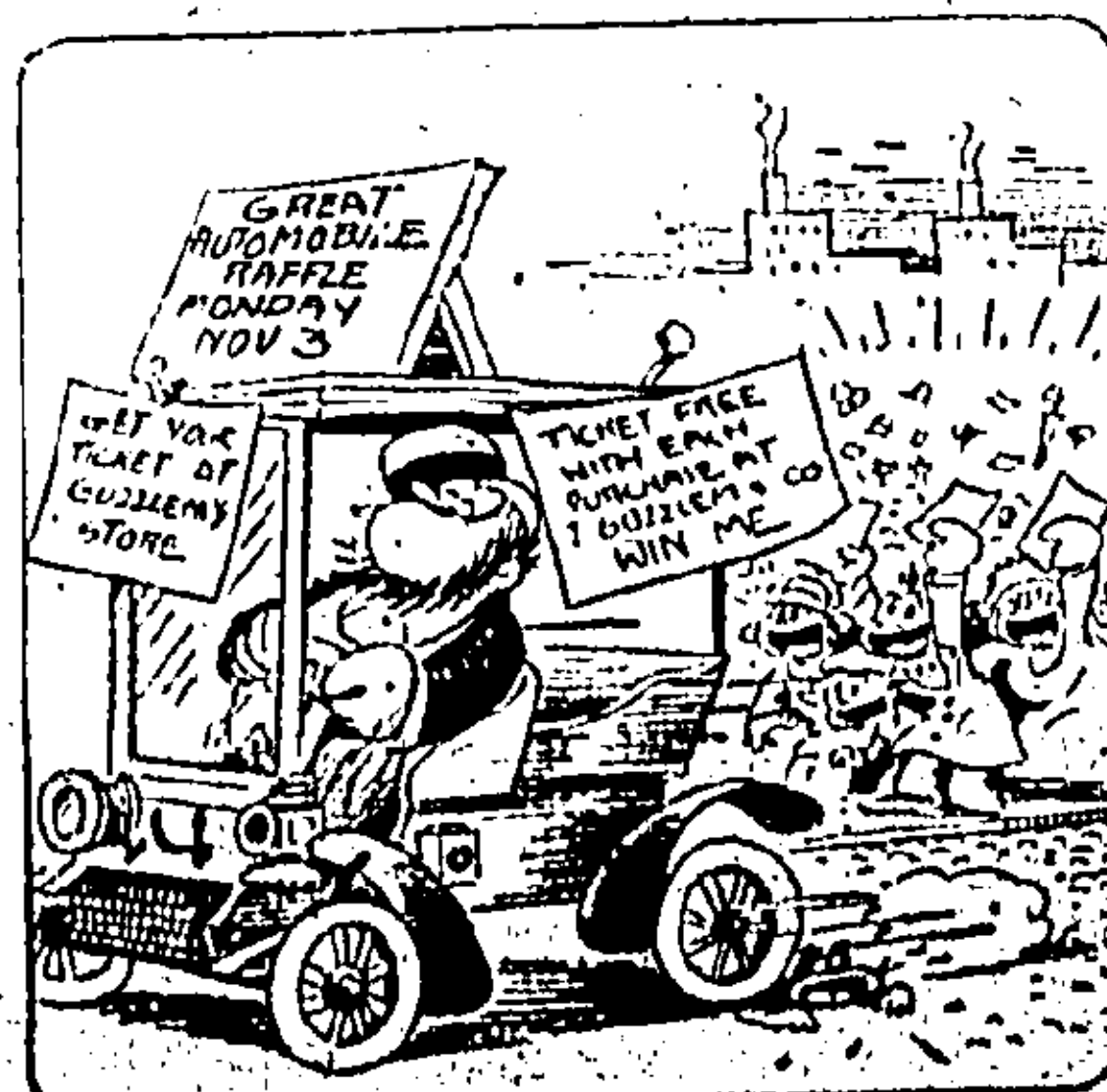
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REUNIFICATION.

SIR ROBERT HO TUNG'S EFFORTS.

Sir Robert Ho Tung is leaving for Shanghai to resume his efforts to bring China's leaders together at a conference for the reunification of the different parties seeking to control the country. It will be remembered that Sir Robert commenced his work to this end more than a year ago, and established in Shanghai a committee as a nucleus of the "get-together" movement. The British Empire Exhibition then came between, and Sir Robert went to London as one of Hongkong's Commissioners. Meanwhile the Committee has not been idle, and now that Sir Robert has returned, he is losing no time in reinforcing the movement with his enthusiasm and active effort, being encouraged thereto by the indefinite situation now prevailing.

What Has Been Done.

Many enquiries have reached Sir Robert regarding the prospects of the Round Table Conference scheme, and he has kindly told our representative how the movement has been faring. He said: "While I was in London, my Committee in Shanghai held several meetings, and they agreed on the following principles, namely, that it would not be advisable for them to have too large a body of Committee members or to attract unduly public attention. Also, the Committee were against the calling of any mass meetings, on the ground that hitherto mass meetings had never brought any results, and they had learned that certain people had been making use of the Peace movement for their own ends and not entirely from disinterested motives."

The Committee's first object was an endeavour to effect a reconciliation between certain of the principal belligerent leaders, but without success. They also worked very hard in trying to prevent the outbreak of hostilities between Chekiang and Kiangsu. On the 1st November, when Sir Robert arrived at Sabang, Sumatra, on his journey back from Europe, he wired to the Committee in Shanghai as follows: "Recent political events justify people's demand for peace conference. Will your Committee meet and telegraph me result?"

Changing Situation.

On the 8th November, while he was in Singapore, Sir Robert sent a further telegram to Shanghai. "Telegraph me by wireless stammer Coblentz if you want me to come quickly."

On the 11th November two days after his return to the Colony, he received the following telegram from the Committee in Shanghai. "We have sent a circular telegram in your name to the military leaders. The political situation is still unsatisfactory, we suggest you proceed slowly, and there is no hurry for you to come up."

Last week, however, on Friday to be exact, another telegram reached Sir Robert urging him to go to Shanghai without delay, as the Committee thought that the time had arrived when the Conference movement should be pressed forward.

Accordingly, Sir Robert hoped to leave by the Angora yesterday. The ship was delayed, however, and Sir Robert may not leave until Wednesday.

Change of Recent Plans.

It will be remembered that Sir Robert first intended to return to Hongkong via Siberia, but changed his plan. He explains:

"As I had no opportunity of seeing Marshal Chang Tso-lin in 1923, on the 20th August last, while still in London, I sent him a telegram stating that I intended returning to Hongkong via Siberia, and proposed to call on him at Mukden if he would wire whether he could receive me and afford me protection. On the 23rd August, I received the following telegram in reply: 'Your wire. Will give you hearty welcome and full protection.' (signed) Chang Tso-lin."

"On receipt of this telegram, I immediately prepared to obtain passports from the Soviet Government for my journey across Siberia. This procedure usually occupies many weeks, but, with the kind assistance of the Foreign Office, I succeeded in getting the Soviet Minister in London to agree to let me have the passports without referring the matter to Moscow."

"While I was making the final preparations and on the point of booking reservations for the journey, hostilities broke out between Mukden and

HEUNGSHAN REFLOATED.

COMMENDABLE SALVAGE FEAT.

Information has been received that the s.s. Heungshan, which sank in the upper reaches of the Canton River in March last, has now been refloated.

The work of clearing the mud from her holds and decks is now proceeding and when she is lightened to suitable draft, towage to Hongkong will be arranged and the work of reconditioning taken in hand by the Talkoo Dock Company.

Clearance of the mud deposit is expected to be completed within the next 10 days, thus bringing to a successful termination the salvage operations undertaken by Messrs. Ip Yick and Co.

It will be remembered that the Heungshan wreck was bought at auction for the throwaway price of \$5,700 by Mr. Woo Wing on April 1st of this year. The recovery of the vessel should show a handsome profit to the venturesome purchaser.

M.C.C. IN AUSTRALIA.

GAME DELAYED BY WEATHER.

Sydney, Nov. 24.—There were 10,000 present at the New South Wales v. M.C.C. match. The start was delayed until 12.45 on account of a damp wicket. New South Wales scored 170 for 8 wickets, Andrews making 63. The game was unfinished. I am burnt. (3) We put out the

Peking; and after consulting my friends, I had to come to the conclusion that it would be inadvisable for me to proceed to Mukden, because the mere fact of my meeting Marshal Chang Tso-lin at that juncture would undoubtedly give rise to the impression that I was not a neutral.

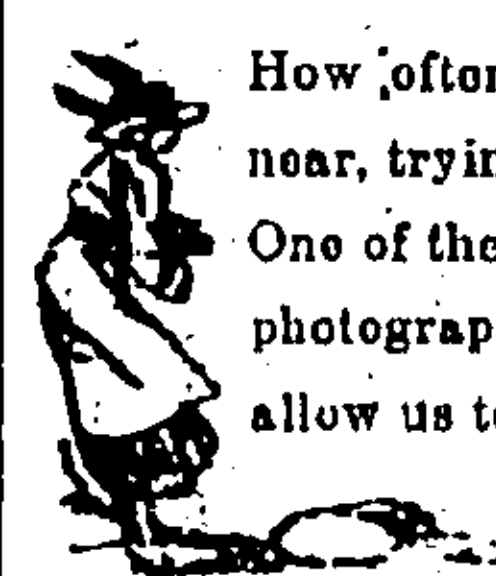
"It should be stated that my object in desiring to interview Marshal Chang Tso-lin was to have a personal talk with him regarding the Peace Conference question; and I must say it was very gratifying to have received from him such a ready and cordial invitation."



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Of the many elaborate film reproductions of the French Revolution which have been submitted to the public within recent years, this production is the most notable for the gorgeousness, stupendousness and sheer artistry in direction baffled description. It is a picture that is incomparable from many angles of production.

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 42 feet MOTORBOAT in
 excellent condition—30 H. P.
 motor—speed 9 knots—For
 particulars write to Post Office
 Box No. 67—Hongkong.

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CLUB.

THE Seventh Extra Race
 Meeting will be held
 (weather permitting) at Happy
 Valley on Saturday 29th Novem-
 ber 1924 commencing at 1.30 p.m.
 The first race will be run at 2 p.m.
 The charge for admission to
 the Public Enclosure will be \$1.00
 Soldiers and Sailors in uniform
 half price.

Members are advised that they
 must show their Season tickets
 to obtain admission to the Mem-
 bers' Enclosure.

Each member has the right of
 introducing 2 non members to
 the Members' Enclosure ticket
 for whom can be obtained from
 Messrs. Linstead & Davis at
 \$5.00 each up to Friday Novem-
 ber 18th.

The Stewards invite the ladies
 of Hongkong to be present.

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 Secretary.

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U. S. R. CLUB.

DANCES will be held at the
 CLUB HOUSE, on Thurs-
 days 4th and 18th December
 1924, starting at 9.15 p.m.
 G. A. CLEMENTS, Capt., R.A.
 Hon. Secretary.

INSTITUTION OF ENGINEERS
AND SHIPBUILDERS.

General Meeting of Members
 will be held in the Institute
 on WEDNESDAY, 26th instant,
 at 6 p.m.
 Business To make arrange-
 ments for the Annual Ball.
 Hongkong, 19th. Nov. 1924.

NOTICE OF REMOVAL.

GIBB, LIVINGSTON
 & CO., LTD.

THE HONGKONG ELECTRIC
 CO., LTD.

ON and after 1st. December,
 1924 our address will be as
 follows:—
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S. during the North-East
 Monsoon there is always a
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 COAL, this is to inform you that
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IN STOCK.THE RIGHT TREATMENT
FOR INDIGESTION

consists in overcoming the cause
 of the trouble—the presence of
 excess acid in the stomach, which
 attacks its delicate lining and
 renders smooth, painless diges-
 tion impossible. For this purpose
 Bismarck Magnesia is unequalled
 for it drives away all pain sick-
 ness and flatulence the moment
 it enters the stomach... it does
 this by neutralising the acid,
 stopping fermentation, and soothe-
 ing the inflamed tissues. Try
 Bismarck for yourself! See how
 quickly the pain goes... see
 how much better you feel. Get
 some from your chemist TO-DAY
 ... but be sure it is Bismarck
 Magnesia, every genuine package
 of which bears the oval BISMARCK
 trade-mark a little thing to look
 for but it's worth it, as it ensures
 your getting the one thing that
 dispels harassing stomach and
 bodily weakness.

The Sign
 of the
 Genuine

BISMARCK

See it in
 every
 Package

CORRESPONDENCE.—desired
 with persons interested in
 purchasing or selling mer-
 chandise in the U.S.A. The Globe
 Drug Co. (G. T. Edwards) 1799,
 Mo. Allister St. San Francisco,
 Cal., U.S.A.

FORTHCOMING AUCTION SALES

Hughes & Hough Lammert Bros.

LIMITED

IMPORTERS, EXPORTERS AND
 GENERAL AUCTIONEERS.

PUBLIC AUCTION.

The Undersigned have received
 instructions to sell by Public Auc-
 tion, (For Account of the concerned),
 on WEDNESDAY,
 the 26th November, 1924, commencing
 at 2.30 p.m., at their Sales Room,
 Corner of Ice House Street,
 Valuable Teakwood and Blackwood
 Furniture,
 and Household Sundries
 &c., &c., &c.

comprising:—
 Dining Suites, Chesterfield Sofas,
 Arm-chairs (new), Tea Tables,
 Double Teakwood Bedstead with
 mattresses, large and small
 Wardrobes, Dressing Tables,
 Washstands, &c., Sideboards,
 Dinner Waggon, Teak Dining
 Table and Chairs, Dinner Sets,
 and Glass Ware, Cutlery, Elec-
 tric-pated Ware, Electric Reading
 Lamps, Teakwood Screens and
 Blackwood Teapots, M-T. Black-
 wood Flower Stands, Side tables,
 Cabinets, and Curio Stand, &c.
 also
 1 Enamel Bath and
 3 new Carpets, &c.
 (Full Particulars from Catalogue).
 Terms:—Cash on Delivery.

HUGHES & HOUGH, LTD.

Auctioneers.

Hongkong, 22nd Nov., 1924.

PENINSULAR
AUCTION ROOM.

PUBLIC AUCTION.

The Undersigned has received
 instructions to sell by Public
 Auction (for account of the con-
 cerned),
 on WEDNESDAY,
 the 26th Nov., 1924, commencing
 at 5.30 p.m., at his Sales Room,
 No. 39 Hapshon Road, Kowloon,
 (Palace Hotel Annex).
 A quantity of Household
 Furniture

comprising:
 Teakwood Desk, Writing Table,
 Cabinets, Bookcase, Dining Table,
 Chairs, Screens, Dressing Table,
 Washstands, Cutlery and Glass-
 ware, Teakwood Bed, and Iron
 Bed, Blackwood Chairs and
 Tables, etc., etc.

Also
 Woollen Jumper, Suit Lengths,
 Sponge Cloth, Flannels saleable
 by yards.
 And
 Old China Curios and Brass-
 ware etc. 1 Victrola and Records,
 1 Banjo, 2 New Carpets, 9 x 9 and
 12 x 10½, 43½ lbs. Leather, 100
 doz. Electric Bells, etc. 3 Peram-
 bulators in perfect condition, 32
 doz. Tins Salmon.
 On view two days before day of
 sale.

Catalogues will be issued.
 D. C. BAPTISTA,
 Auctioneer.
 Hongkong, 24th Nov., 1924.

Lammert Bros.

PUBLIC AUCTION

THE Undersigned have received
 instructions to sell by
 Public Auction on

FRI, the 28th. Nov. 1924.
 commencing at 10.30 a.m.
 at Godown No. 18, The Hongkong
 and Kowloon Wharf & Godown
 Co., Ltd. Kowloon

(for account of the concerned)
 A Large Quantity of Mis-
 cellaneous Goods

comprising:—
 Iron Plates, Plate Cuttings,
 Round Iron, Square Iron, Flat
 Iron, A large Iron, Round Iron
 Rods, Wire Ropes, Steel Plate,
 Wire Nails, Wire Rods, Paints,
 and other goods, Plaster, Antine
 Dye, Lithographic Ink, Zinc
 Oxide, Sulphuric Acid, Old
 Newspapers, Broken Glass,
 Salted Fish, Clay Pigeons, Draw-
 ing Papers, Spills, Wires,
 Cement, Rubber Tapping Cups,
 etc., etc.

274 Bags Antimony Ore
 1252 Coils Wire Rods
 180 Cases Mineral Water
 Terms:—Cash on delivery.
 LAMMERT BROS.
 Auctioneers.

CHINA AUCTION
ROOMS.

China Building.

Ground Floor.

[If you have anything you
 would like to sell, exchange
 or advertise, send it to the
 CHINA AUCTION ROOMS.

E. V. M. R. de SOUSA,
 Auctioneer.
 Tel. C. 4453.

PUBLIC AUCTION.

THE Undersigned has received
 instructions to sell by Public
 Auction for account of the con-
 cerned on

at the CHINA AUCTION
 ROOMS, China Building,
 WEDNESDAY, the 26th. NOV.
 1924, at 2.30 p.m.
 at the CHINA AUCTION
 ROOMS, China Building.

Ground Floor,
 Sundry and Miscellaneous Goods
 comprising:—

SILVER TEA SETS, FISH
 KNIVES & FORKS, GOLD
 SILVER AND NICKEL
 WATCHES & STOP WATCHES
 NEEDLES, IVORY BRADS,
 SAU DE COLORE, EAU DE
 COLOGNE, LOTION VEGETA-
 LIA, SAPS, PERFUMES,
 GRAMAPHONES, &c., &c.

also
 One Scott Motor Cycle and
 Sidecar in good running order.
 Nine cases of Fresh Apples;
 One case of Handkerchiefs
 slightly damaged by water.
 Terms:—Cash before delivery.
 E. V. M. R. de SOUSA,
 Auctioneer.

[THE Undersigned has received
 instructions to sell by
 Public Auction for account of the
 concerned, on

THURSDAY, the 27th. Nov. 1924
 at 2.30 p.m.
 at the CHINA AUCTION
 ROOMS, China Building,
 Ground Floor,

Valuable Blackwood and Teak-
 wood Furniture and Household
 Goods, &c., &c.

Dining, Suites, Tea Tables, large
 and small War robes, Dressing
 Table and Chairs, Washstands,
 Sideboards, Tea Sets, Dinner
 sets, Five Fenders, Cutlery and
 Glassware, Electric Reading
 Lamps, Brass and Teakwood
 Bedsteads, gramophones, Teak-
 wood Cabinets, &c., &c.

also
 BLACKWOOD WARDROBE,
 BLACKWOOD JESS TABLES,
 BLACKWOOD TEAPOTS,
 BLACKWOOD MAHJONG
 TABLE & CHAIRS, BLACK-
 WOOD CURIO CABINETS, &c.

1 PIANO by MONTAGNE,
 1 CASH REGISTER,
 1 GRAMAPHONE,
 1 AMERICAN SAFE.

Terms:—Cash on Delivery
 E. V. M. R. de SOUSA,
 Auctioneer.

Hongkong, 21st November, 1924:



YOUR HEALTH DEPENDS UPON
 food, wholesome, carefully prepared Food

These essentials are assured you at

THE ALEXANDRA CAFE
 (Ice House Street, Kowloon)

EAT HOVIS BREAD**A Household Treasure**

Nourishing, appetising, delicious
No wonder the Children Love It.

THE CRISP GOLDEN CRUST OF HOVIS
APPEALS TO HEALTHY YOUNG APPETITES.

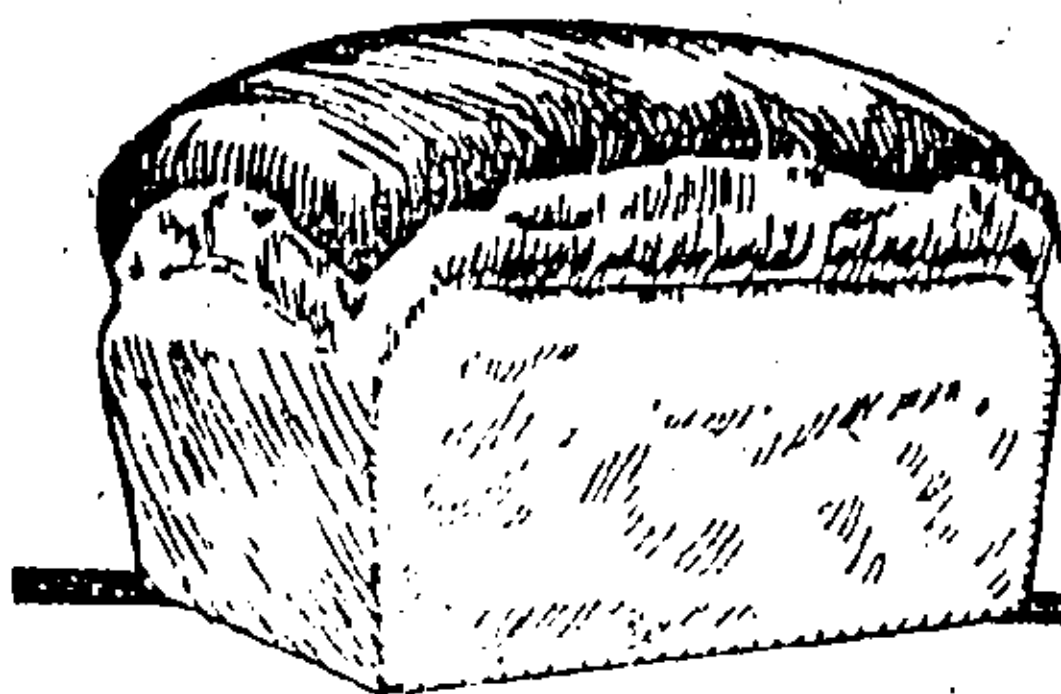
Hovis is the Germ of the Wheat

MADE DAILY BY

Cafe Wiseman

(Lane, Crawford
Ltd.)

Tel. C. 407.

**Regum Tooth Paste**

Whitens the Teeth
Harmlessly

How it does clean; you'll notice yourself
that your teeth actually become whiter!
Regum Tooth Paste has been composed to
secure the utmost in cleansing qualities. It
supplies just enough friction; not too much.
And refreshing! You will long know the
clean, after-sensation from the use of **Regum**
in your mouth.

Regum prevents tender bleeding gums.

OBTAINABLE

AT

A. S. WATSON & CO.

Ask for a Trial Tube.

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Guthrie Bros. & Co., of the Orient, Ltd.

**ASAHI BEER**

BREWED BY

**DAI NIPPON BREWERY
Co., Ltd.**

TOKYO JAPAN

Specialty Brewed for Export

Sole Agents--

Mitsui Bussan Kaisha, Ltd.
HONGKONG.

**NOTICE TO CONSIGNEES
DOLLAR STEAMSHIP LINE**

The Steamship
"PRES. GARFIELD"
having arrived from New York
via ports, on Nov. 24th, 1924
consignees are hereby notified
that their cargo is being landed
at their risk into the hazardous
and/or extra hazardous Godowns
of the Hongkong & Kowloon
Wharf and Godown Company, at
Kowloon, and stored at con-
signees' risk.

Consignees of Cargo must pre-
duce an Import Permit signed by
the Superintendent of Imports
and Exports, Hongkong, before
Bills of Lading will be counter-
signed.

All broken, chafed and damaged
cargo is to be left in the Godown
where it will be examined at
10 a.m. on Nov. 29th, 1924, by the
Company's Surveyors, Messrs
Carnichael & Clarke.

All claims must be presented
within thirty days of the
steamer's arrival here, after
which they cannot be recognised.
No claims will be recognised
after the goods have left the
godowns, and cargo undelivered
on and after Dec. 1st, 1924
will be subject to rent.

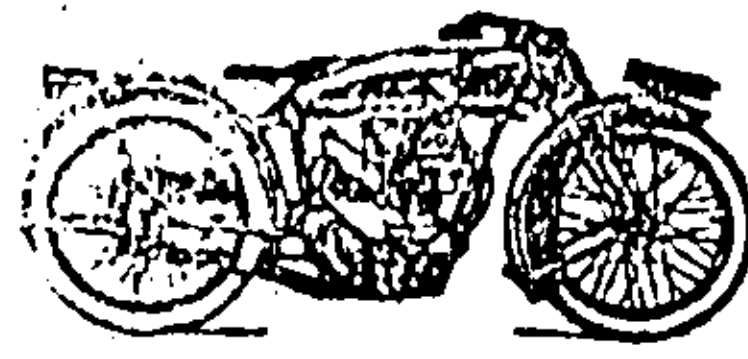
No fire insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
countersignature immediately.
DOLLAR STEAMSHIP LINE
4, Des Vœux Road.

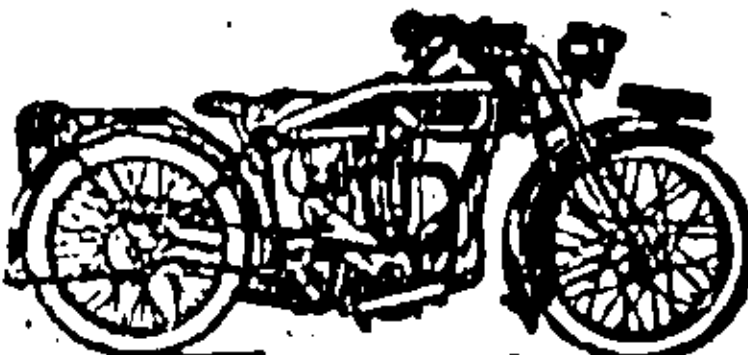
MATCHLESS

IN NAME AND REPUTATION.

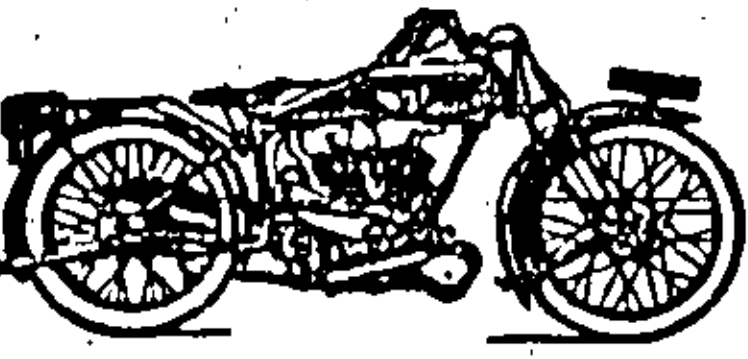
THE MATCHLESS MOTOR CYCLE REPRESENTS
THE LATEST AND BEST IN BRITISH MOTOR ENGINEERING.



3 h.p. high efficiency side
valve engine.



5 h.p. Low Compression o.h.v.
single cylinder engine.



8 h.p. J. A. P. latest type
touring side valve 50° V
twin touring engine.

All the above electrically equipped and complete with
full kit of tools. Speedometer and Horn.

NEW MODELS NOW IN STOCK.

Tel. 32 **HONGKONG HOTEL GARAGE** Tel. 32
THE HONGKONG & SHANGHAI HOTELS, LTD.

AVIATION.**DUTCH AIRMEN REACH
BATAVIA.**

Weltevreden, Batavia, Nov. 24.—
The Dutch airmen have arrived
from Amsterdam.—*Reuter.*

The Hague, Nov. 24.—On the
occasion of the arrival of the Dutch
aviators at Batavia the Queen ap-
pointed Van Weerdenburg a Knight
of the Orange Nassau Order. The gold medal Order was
conferred on the mechanic Van-
denbroeke.—*Reuter.*

NORTHERN SITUATION.**CHANG TSO-LIN AT
PEKING.**

Peking, Nov. 24.—Chang Tso-lin
arrived this afternoon, accompanied
by numerous members of his staff.
He drove off in an armoured car
whereon a machine gun was mount-
ed. He has taken up residence in
the West of the city. Huang Ku and
the provisional Cabinet have sent
out circular telegrams announcing
the provisional Government has
ceased to function from Nov. 21th.
Tuan Chi-jui assumed office at ten
o'clock this morning.—*Reuter.*

SHIPBUILDERS**SHIP REPAIRERS****BOILER MAKERS****FORGE MASTERS****OXY-ACETYLENE AND****ELECTRIC WELDERS****MECHANICAL AND****ELECTRICAL****ENGINEERS**

**THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.**

—DRY DOCK—

LENGTH 767 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SKILL (H.W.O.S.T.) 34 FT. 6 IN.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADII.

BUTTERFIELD & SWIRE, Agents

HONGKONG, CHINA & JAPAN.

THE EAST ASIATIC Co., Ltd.

COPENHAGEN.

Regular Freight and Passengers Service for Bangkok,
Hongkong, and return.

Expected on or about will leave for Bangkok via
Swatow on or about
M.S. "Bintang" (2777 tons) 4th December. 9th. December.

S.S. "Barika" (1684 tons) 12th December. will leave for Bangkok
direct on or about
17th. December.

Subject to change without notice

For further particulars please apply to—
JOHN MANNERS & CO., LTD.
Agents.

THE EAST ASIATIC Co., Ltd.

COPENHAGEN.

The M. S. "PANAMA"

will be loading for Rotterdam, Amsterdam, Hamburg,
Copenhagen and other Scandinavian ports about
7th. of December 1924.

Further Sailings — { Expected on or about Will leave homewardbound
on or about

M.S. "Afrika" 26th. December

M.S. "Malaya" 18th. Jan. 1925.

M.S. "Annam" 1st. Jan. 1925

M.S. "Australien" 2nd. February

Subject to change without notice.

For further particulars please apply to—
JOHN MANNERS & CO., LTD.
Agents.

**PLEASURE CRUISE IN THE NETHER-
LANDS EAST INDIES****S. S. "PLANCIUS"**

Large Twin-screw Passenger Steamer, Latest Addition
to the Kon. Paketvaart My's Fleet will leave on 3' Week's
Cruise through the Moluccas as per following schedule:—

From SINGAPORE.....3rd April, 1925.

" BATAVIA.....6th "

" SOERABAYA.....7th "

Offers excellent opportunity of visiting the Tropical
Islands in comfort.

For all particulars, apply to—

JAVA-CHINA-JAPAN LYN,

YORK BUILDING, CHATER ROAD.

Tel. No. 1574.

**JAPAN COAL**

AND
GENERAL IMPORTS AND
EXPORTS.

AGENTS FOR:—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBI SHISHOJI KAISHA.

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKYO

NO. 14, PEDDER ST., HONGKONG.

HONGKONG HARDWARE CO.

" TAI LEE CHAN."

— ESTD. 1884 —

METAL GOODS and HARDWARE.

Tel. No. C. 1993.

119 Jervois Street.

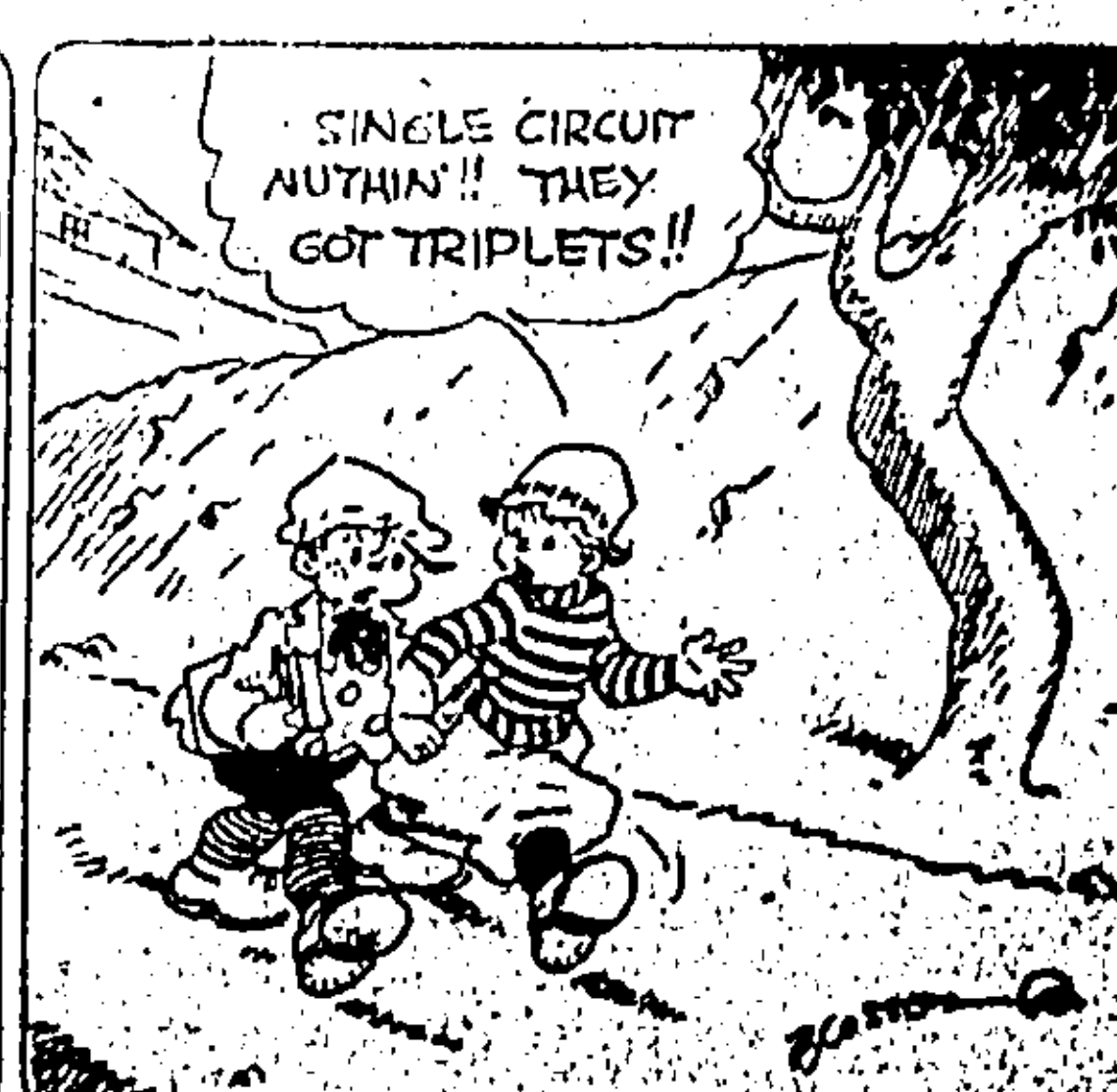
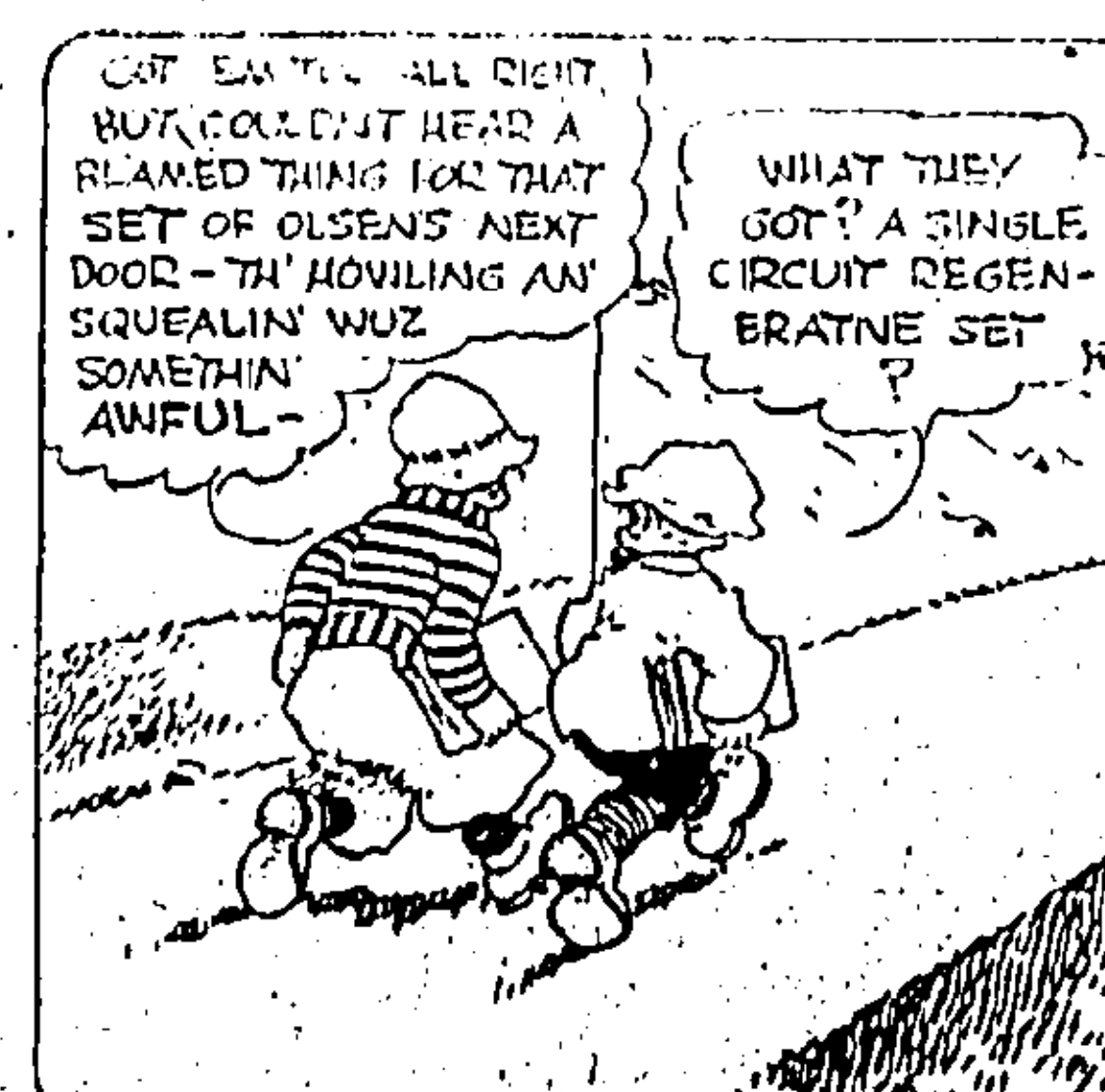
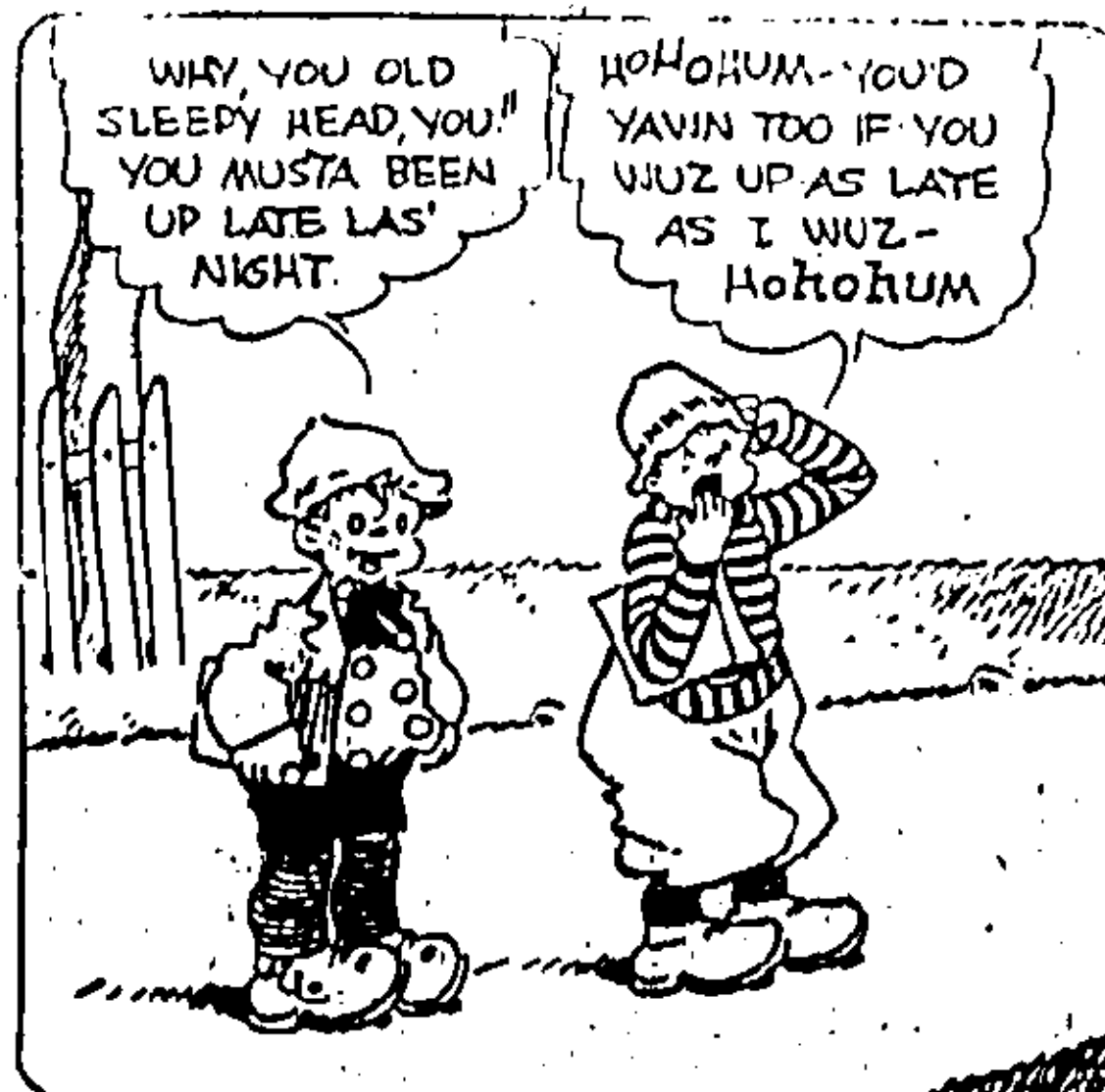
LACTOGEN
The Natural-Milk Food

For **YOUR** BABY

FRECKLES AND HIS FRIENDS

Twice as Bad

BY BLOSSER



Seasonable Remedies and Preventives

**WATSON'S
PECTORAL COUGH BALSAM**For Cough, Colds and Bronchitis
in bottles \$1.00 and \$1.75**MARTIN'S INFLUENZA MIXTURE**

Cold in the head and Catarrh \$1.00 per bottle.

WATSON'S ANTISEPTIC THROAT PASTILLES

Relaxed and Sore Throat, 50 cents per tin.

WATSON'S EU-PINE INHALANT

Cold in the head &c. 50 cents per bottle.

A. S. WATSON & CO., LTD.

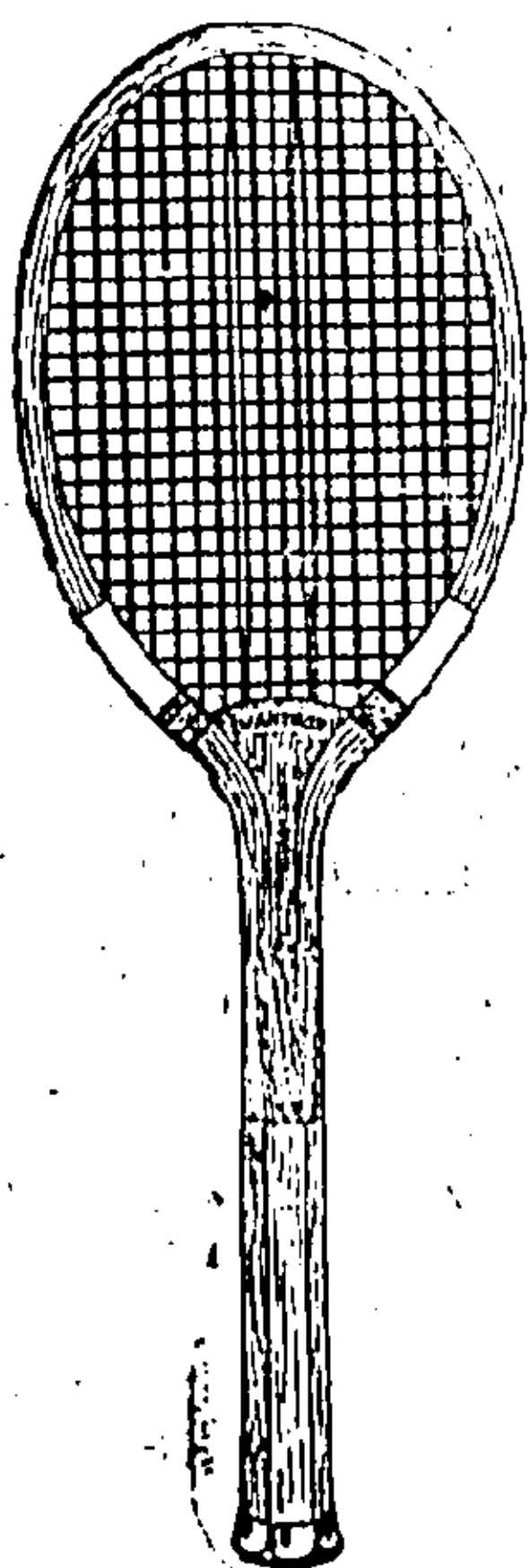
ESTABLISHED 81 YEARS.

**A VICTROLA
Adds Charm and Comfort**Great music is always an interesting
subject for conversation; such discussions
cement many a friendship.The Victrola gives you music in its
highest and clearest form—as near to the
actual performance of the artists them-
selves, as it is possible to approach, without
seeing them in person.

Let us supply you with a Victrola.

**S. MOUTRIE
& CO., LTD.**
VICTOR DISTRIBUTORS**REQUISITES
FOR
RECREATION.**

FOR ENTHUSIASTS OF ALL AGES.



CRICKET.

BOXING.

FOOTBALL.

BILLIARDS.

TENNIS.

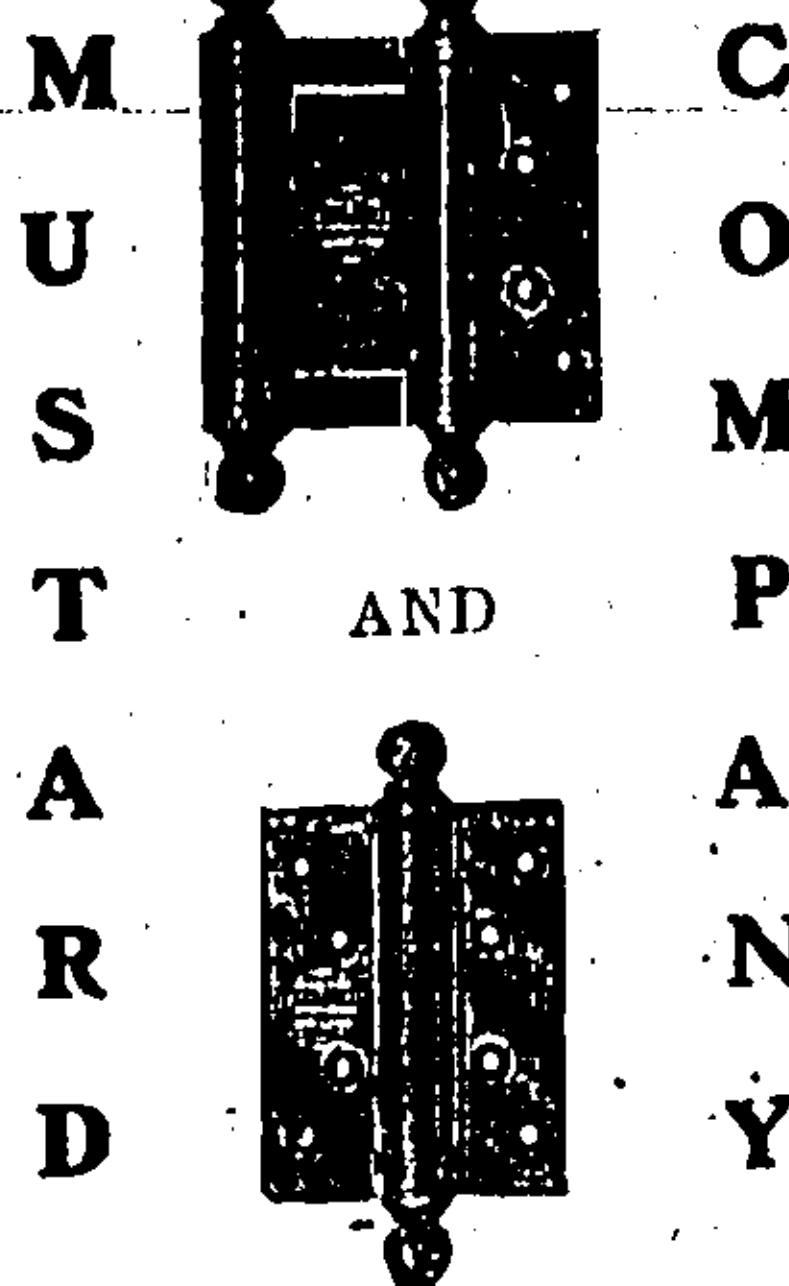
HOCKEY.

GOLF.

CROQUET.

and EVERYTHING
for the KIDDIES.**SELECT XMAS TOYS NOW.**WE WILL KEEP
THEM IN RESERVE TILL REQUIRED.**LANE, CRAWFORD, LTD.**
THE COMPLETE SPORTS OUTFITTERS.**CHICAGO
SPRING RINGS**

DISTRIBUTORS:

17, Connaught Road Central
Tel. C. 1886**DEATH.**

CAYGILL.—On November 23rd, at "Corfax," Hartley Rd., North End, Portsmouth, England, Roy, aged 5 years, the dearly beloved and only child of Mr. and Mrs. W. G. Caygill, late of the Hongkong Police. (By cable).

The Telegraph.

HONGKONG, 25th Nov., 1924.

A HUGE PROBLEM.

In seeking to evolve a scheme for the prevention of local trade disputes, the promoters of the Hongkong Industrial Security Association, Ltd., are endeavouring to solve a problem which has baffled economists in all parts of the world. The basic idea of the proposal now put forward is an old one—namely, co-operation between Capital and Labour, to the mutual advantage of employer and employee. At the moment, we are not concerned with the financial aspect of the scheme, though we fully realise that no success can be hoped for unless the project is sound from this standpoint. Rather would we touch the fundamental side of the question, which is the likelihood or otherwise of strikes being prevented by the machinery which the Association will bring into being.

The first essential to success is, of course, a sufficient number of employers and employees having a mutual trust one in the other. On this point, the preliminary notice which has just been issued asserts that "many artisans and labourers, also others," have decided to join the Association, the number being subsequently given as "approximately 5,000 people." What proportion of these are workers is not stated; in any event, there would need to be many more adherents to the project before it could be placed on a workable basis. What are the prospects of attracting any considerable proportion of the workers of the Colony to join up? That, it seems to us, is a vital point. As we comprehend the scheme, this new Association can be described as a Guild to counter the Workers' Guilds. It resembles the latter, in the sense that it implies certain obligations and benefits, but it differs therefrom in the sense that it will have a composite membership representing both men and masters. The members of the Workers' Guilds are subject to the orders of their officials; those of the proposed Association are expected to obey

their Board of Directors. There is, however, one very important respect in which the Association differs from the Guilds, and that is in the attempt of the former to introduce the principle of arbitration as and when disputes arise. It is, we fear, on this point that Mr. Montague Ede's scheme is likely to prove difficult of operation. Members, on joining, have, we are told, to bind themselves that they will in no circumstance disobey the ruling of the Board of Directors on any matter relating to pay or conditions of service. Yet it would appear that possible disobedience is anticipated, for even if the Board upholds the workmen in a given application, the most that can be done, apparently, is to "approach the employers affected and endeavour to settle the difference of opinion." (Incidentally, these employers are under the same bond of obedience as the workers). Failing agreement, the question can be referred to a specially-created Arbitration Board—"assuming that both sides agree to arbitration." Should the employers refuse to submit to arbitration, "the Directors of the Association shall consider the best course to be pursued in the circumstances." That appears to us, to say the least of it, a very unsatisfactory arrangement. It certainly carries no guarantee of immunity from strikes. The question is: Are the majority of the workers of the Colony prepared to desert their own Guilds to join an Association under which satisfaction of their claims rests on so precarious a basis? We doubt it. Even if the rules were made stricter still, implying absolute agreement by all members (employers and employees alike) with the decisions of the Directors, what guarantee is there that either the one group or the other would not sacrifice membership rather than obey? After all, it comes down to a matter of good faith, and human nature being what it is, we doubt whether this spirit can be created by rules and regulations.

In saying so much, we have no desire to throw cold water on the scheme, which obviously represents a keen desire to rid the Colony of one of its greatest evils. Mr. Ede and his fellow-promoters deserve the thanks of the whole community for at least attempting to solve a problem of great magnitude, and none will be more pleased than we shall if they eventually overcome all obstacles and pave the way to real industrial harmony.

Britain and Egypt.

To most of us the terms of Britain's ultimatum to the Egyptian Government must have come as something of a surprise with its evident determination to end the intrigue and anarchy which has been steadily growing. There is quite a pro-war freshness about the demands, which forcibly reminds one that since the tragic days of 1914-18 the tendency has been to compromise, rather than assert our rights. No doubt the Egyptians themselves have been very much surprised to find that the British lion is not going to stand any more teasing and can still roar as loudly as ever. The concern over the Sirdar's murder exhibited by Zaglul Pasha was probably genuine enough—he must have sensed the possible serious consequences—but the affair could not have been unexpected by the Egyptian officials, who (as Lord Allenby points out) have been closely at work with the revolutionary element. We want no more of this double-dealing, and if the Conservative Cabinet is prepared to back up its demands with the necessary force, and face the possible consequences, perhaps it is as well that the opportunity has occurred to clear the atmosphere. The stern measures taken, and about to be taken, will of course come in for a measure of criticism, both at home and

DAY BY DAY.HE WHO SINGS FRIGHTENS AWAY HIS ILLS.—*Curantia.*

Owing to a breakdown in the organ, the recital fixed for this evening at St. John's Cathedral has to be postponed.

Mr. J. F. Tavares, living at No. 44 Rose Terrace, Kowloon, has reported the theft of \$23 from a jacket in his bedroom.

For anchoring within the restricted cable area, the master of a junk was fined \$5 or five days' imprisonment, at the Marine Court this morning.

A Chinese was taken to the Kwong Wah Hospital yesterday from Woosung Street, having been injured in an accident in which he was run down by a motor truck.

The Harbour Master notifies that four tons of unseaworthy Army cordite will be burnt by the Military Authorities on Stonecutters Island on Thursday morning next, 27th instant.

A nine-year-old Chinese boy was injured at Eastern Street yesterday when he fell and one of the wheels of a truck passed over his hand. He was taken to the Government Civil Hospital.

An M. C. L. lantern show for children will be given at the Helena May Institute on Wednesday, November 26th, at 5.30 p.m. It is hoped all M. C. L. children will endeavour to be present.—*Advt.*

The usual Public Lecture will be given at the Hongkong Lodge of The Theosophical Society, 16, Queen's Road Central, on Wednesday, November 26th, at 5.45 p.m. All are welcome.—*Advt.*

At the Kowloon Magistracy this morning, before Mr. N. L. Smith, Mr. C. B. Shank, manager of the China-American Development Co., was fined a nominal sum of \$5 for failing to appear for jury service at an enquiry held on Monday.

Something must have been amiss when a taxi-driver at 2 o'clock yesterday morning ran his machine into a row of rickshaws in Eastern Street and damaged no fewer than five of these. The shafts were in all cases broken, and a claim for compensation, we understand, has been put in.

abroad, but the clash had to occur some time, and the sooner it is demonstrated that we are still a force to be reckoned with the better for everybody concerned.

Sudan's Future.

Apart from other matters of the moment in this Anglo-Egyptian crisis is the question of the future of the Sudan, and it must be a sorry day for the agitators to find that their dreams of dominion over the Sudanese are shattered. The compulsory evacuation of the southern territory by Egyptian troops, and the extension of British development of the area concerned, will sound the death knell to ultra-nationalist ambitions. Incidentally, the Zaglulists claim to administration of the Sudan have never been admitted by Britain. The rule of Egypt in this area, after a gradual extension during the middle of last century, was ended by the revolt of the Mahdi in 1882. In 1896, British and Egyptian forces started the campaign against the Khalifa, the Mahdi's successor, and the year 1899 saw the operations completed. In January of that year the Cairo convention was signed between the British and Egyptian Governments, by which a joint rule was inaugurated, but with a decided British influence. The Egyptian nationalists have aimed at complete control for themselves. It is now declared that nothing will be done to interfere with that agreement of twenty-five years ago—which also means that no attempts to deprive us of our rights of control will be tolerated. The crisis is a very serious one—graver than perhaps most of us realise—but we trust that the obvious determination by Britain to end the invidious situation which has arisen will lead the Egyptians to realise that, as aggressors, they are entirely to blame, and that the best policy for them to adopt will be one of acquiescence in the inevitable.

WEST RIVER NEWS.

H.M.S. "ROBIN'S" GOOD WORK.

(Our Own Correspondent.)

Samshui, Nov. 22.
On the morning of November 21st, a Chinese passenger junk was in dire peril of being stranded on the sand banks in the vicinity of Rattler Island, near Samshui; the wind and tide acting contrarily, it seemed as if the little vessel did not have much of a chance. However, H.M.S. Robin noticed the predicament of the junk, proceeded right to Rattler Island, and towed her off at the last minute, thereby probably saving the lives of many passengers and the valuable cargo of the junk, which was brought back to Samshui in safety.

SAMPANS RUN DOWN.

The Portuguese motor launch, Loanda, left Samshui on November 21st. Proceeding at full speed she accidentally ran into and cut in halves two sampans in less than five minutes. The occupants of the sampans were thrown into the water, but their lives were saved by friends on other boats. The agent of the motor launch is said to have approached the respective owners of the two sampans and, according to rumour, has already paid them damages, before the case could be taken into the Chinese Court.

"RED" RULE.

Recently, I set out to walk through the Sam-shui walled city, where I found General Foo Shiu-shun in charge. I approached the staff's headquarters, but was refused admittance, on the ground that General Foo had left for Canton. I found all the gates of the city heavily guarded, but was allowed to pass through. General Foo's soldiers are "red-caps," which means that they are under Dr. Sun Yat-sen. Outside the north gates of Sam-shui city there is a large temple, very old and full of all kinds of idols. I tried to enter this temple as I have several times previously, but found all the entrances blocked by guards of red-caps. They have now made a camp out of the old temple, thereby incurring the hatred of the resident population, who accuse them of carrying off the greater part of the idols and valuables for sale, as they have done in many other places. The red-caps are also hated by the extensive boat population because of their undisciplined and brigand-like behaviour.

LIKIN STATION RIVALRY.

The Likin station at Ma Han which was formerly in charge of Luk Lang-ching, the notorious pirate chief who killed Dr. McDonald in 1906, has now, after his death, been taken over by his two brothers, who have a number of armed pirates assembled at the top of Ma Han Hill in an old cowshed with their flag flying over it. The Yunnanese soldiers having their Likin station near Samshui, are now deprived of trade, as the junks which formerly could proceed past their Likin station and Sai Nam now have to go out into the West River and pass the Ma Han Likin station (where the pirates are in charge) because of the present low water in the river.

An opera bouffe fight seems to be ensuing from this situation. The Yunnanese soldiers are naturally anxious to obtain the Ma Han Likin station from the pirates, if possible, so every day sees a few more soldiers added to the force on the one side of the river, but as soon as Luk Ching's brothers observe this, they put a few more armed pirates into and around the old cowshed. Naturally the following day the Yunnanese again reinforce their contingent, and so it continues. It will be interesting to learn the outcome of this prospective battle—if there ever is any.

MURDER.

MAN SHOT AT PING CHAU.

Ping Chau island was the scene of a grim murder occurring yesterday. The facts as reported this morning to the police were that three men participated in an attack on Yau Pau, 24, a foreman at the Ying Lam Lime kiln, a fatal wound being inflicted by a shot fired from a revolver. Immediately afterwards, the three men got into a small boat which they had left on the beach and rowed away in an unknown direction. The details reaching the police so far do not disclose the motive of the deed.

CORRESPONDENCE.

(To the Editor, "Hongkong Telegraph.")

Kowloon Hospital.

Sir,—Will you kindly allow me to state that Portugal, as an ally of Great Britain, has special Treaty Rights whereby the Portuguese, properly said, are entitled to some kind of special treatment by Great Britain, and fortunately this is being done in some ways by the British Government and by many Britishers in this Colony as well as elsewhere in the British Empire. The above rights are, of course, reciprocal.

I can also state that Portuguese citizens are not and have not been engaged in any anti-British propaganda, nor are they so foolish as to pretend to interfere or meddle in British affairs in this Colony. Therefore, I beg "Loyalist" to discriminate and avoid rashly drawing comparisons. Don't you think, then, Mr. Editor, that the Portuguese citizens, as long they respect the laws of this Colony, have more moral and Treaty rights to live and earn honestly their living here than any other foreigners? Unfortunately, some pseudo-Portuguese, or those persons who are rejoicing in (or are tolerated to enjoy) dual nationality are meddling in purely British affairs in this Colony! But this has nothing to do with Portugal and its citizens. After this, Mr. Editor, I think that you and "Loyalist" will heartily join me in exclaiming: "Down with the Amphibism!"

Yours etc.
PORTUGUESE LOYALIST.
Hongkong, Nov. 25th, 1924.**MOTOR CYCLIST
DISCHARGED.****MISTAKE IN THE
SUMMONS.**

Mr. A. N. Lucy, of the Hongkong Electric Company, was charged before Mr. N. L. Smith, at the Kowloon Magistracy this morning, with leaving his motor cycle unattended in Salisbury Road.

Defendant pleaded not guilty. An Indian constable said that at 5 p.m. on the 9th inst., defendant, who was riding a motor cycle in Salisbury Road, followed the bus route instead of the ordinary route past the Railway Station.

In answer to the Magistrate, witness said that defendant did not leave his cycle unattended.

His Worship remarked that the witness was giving evidence, on the wrong charge.

It was then discovered that the application was made out on a charge of driving on the wrong side of the road and that there was a mistake made in the copying of the summons.

Defendant was accordingly discharged.

CANTON RIVER.**PROPOSED DREDGING
SCHEME.**

Several large shipping companies, whose boats are engaged in the Hongkong and Canton service, are planning to subscribe funds for the dredging of the Pearl River between Pak Ngor Tam and the Booca Tigris Forts, says the *Canton Gazette*.

Great difficulties are frequently experienced by the steamers on account of the low tide during the winter months, and it is planned to deepen the river bed so as to facilitate the safe passage of river steamers to and from Canton. Negotiations have been going on for sometime between the companies and the authorities of the Conservancy Board.

SHARE MARKET.**SHANGHAI QUOTATIONS.**

Messrs. Ellis and Co. have kindly supplied us with the following cable quotations of Shanghai stocks from their Shanghai office:—

Langkats (comb.)—Tls. 17½, buyers.
Ewos.—Tls. 11.60, buyers.
Shanghai Doos.—Tls. 100, buyers.
New Engineerings.—Tls. 6.75, buyers.
Orientals.—Tls. 3.90, buyers.
Shanghai Cotton.—Tls. 56, buyers.

CHINESE WIDOW'S RIGHTS.

"MORE POWER THAN ENGLISH."

Is the widow of a Chinese gentleman entitled to letters of administration according to the Chinese law and custom in regard to succession and inheritance? Sir Henry Gollan is being asked to decide this question, which hitherto has not been dealt with in the British Courts, in a case in the Probate Court in which Chan Shun-cho, the widow of a Chinese doctor is applying for letters. Her father-in-law, Ohak Hor-tung has entered a caveat.

Mr. F. C. Jenkin appears for the plaintiff and Mr. Eldon Potter, K.C., defends.

The action was opened on November 12th, when Mr. Potter argued that the Chinese laws operable in Hongkong in 1843 had been preserved and that the Chinese rights of succession had not been interfered with. He submitted that the widow was entitled to maintenance only and if she remarried she would forfeit all rights. The father-in-law, he said, was in Chinese law and custom, the guardian of his deceased son's children and was the person who should be entrusted with the administration of the estate. There was a dual system in Hongkong.

Opening the case for the widow this morning, Mr. Jenkin said the whole of his four witnesses would give evidence as to Chinese law and custom. They were all recognised experts. The first was Mr. Chan Tat-ming, the Senior Advocate of the High Court of Judicature in the Kwangtung Province. "In effect," said Mr. Jenkin, "he is the counterpart in Kwangtung of Mr. Eldon Potter in Hongkong." (Mr. Potter bowed to the compliment.)

Another witness would give evidence as to the decisions in the Supreme Court of Peking. A third, Mr. Tam, was some years ago interpreter of Mr. Brewin, the then Secretary of Chinese Affairs, and subsequently was assistant registrar to the Peking Judge. The fourth was a native of the Tungkuo district. All would say that the law and custom of China in reference to the matter in dispute was uniform and applied throughout the country. If one travelled throughout the hinterland of that vast country, said Mr. Jenkin, one came across countless little hamlets or villages, sometimes with only one or two families in them and they all came under the control of a head village. It might be, he continued, that through ignorance the universal custom was not strictly followed in some of the small hamlets where it was possible that the strong and monied section would prevail. If the matter went before the court in the head village, however, the will of the strong would be overruled if it was not in accordance with the universal law. In these villages, of course, they got rather out of touch with what was really Chinese law and custom.

CHINESE CUSTOMS.

His witnesses would tell his Lordship that the management of an estate went to a widow on her husband's death. The possibilities of a son coming into existence, either posthumously or by adoption, was always in the Chinese eye, but during the minority the widow continues the management of the estate. He mentioned the fact that a Chinese boy attained his majority at the age of sixteen. When he reached his majority the question of management was still at the option of the widow, though she could sell no property without the consent of the son. The first witness would tell them that his father died when he was in his minority and that although he was now an old man, his mother was still alive and he had not succeeded to his father's property. Guardianship was the absolute right of the mother, though she could at her option consult other members of the family. She had absolute authority as regards the choice of a wife for her son. It came as a surprise to him, for it meant that although the father-in-law might object to the girl chosen, any issue of the marriage would worship at his tomb, despite the fact that the marriage might be extremely distasteful to him.

His Lordship:—In effect you say that a Chinese mother has more power in Chinese law than an English mother?

Mr. Jenkin:—It would seem so. Mr. Chan Tat-ming, whose photograph in the Canton role of Barriere was produced, bore out Mr. Jenkin's contentions.

PARTNERSHIP DISPUTE.

SHARING THE "SWEETNESS AND BITTERNESS."

In the Summary Court this morning, before Mr. Justice Gompertz, Mr. H. S. Fitzroy on behalf of the Tuk Shing Lee firm asked for a declaration that Lau Ping-nam was a partner in the firm of Moo Sang Soap Factory Company, now in liquidation.

Mr. C. G. Alabaster, K.C., defended.

Leave to include "holding out" was given.

Mr. Fitzroy said that judgment for \$1,000 was obtained against the firm and subsequently it was discovered that they had closed their doors. Plaintiff proceeded against the partners and had sworn an affidavit that three persons, including Lau Pingnam, were partners. The first two had admitted it. Counsel produced a copy of the partnership book and explained that the partners had all used their long names as well as their real names. It was stated:—"Leung Shi owns capital \$1,000, that is Lau Pingnam." At the end of the book there was a paragraph stating:—"Partners of this firm having adopted names other than their own names, as it is feared that it will be difficult to find out their real names in the future when they be required for holding a consultation over certain matters, it has been jointly decided that their true names must be marked under their long names as proof. By so doing sweetness and bitterness may be equally shared and excuse for exemption should not be allowed."

Plaintiff, in the box, deposed that he was introduced to Lau Pingnam by another partner. Defendant told him that he was a managing partner.

The case is proceeding.

THE RABIES SCARE.

EUROPEAN LADY BITTEN.

Another case of being bitten by a dog has been reported, as concerning Mrs. Cecil Perry, of 13a Macdonnell Road. Mrs. Perry was bitten yesterday by a dog belonging to Miss Russell, of No. 13b Macdonnell Road. She was injured in the left leg. The dog has been sent to Kennedy Town to be kept under observation.

Calling at the Sanitary Department to-day, a *Telegraph* representative was informed by Mr. W. J. E. Mackenzie, the Colonial Veterinary Surgeon, that nearly all the dogs sent to Kennedy Town for observation had been released on their normal condition being ascertained. Referring to the rabies scare, he said that no other cases have come under his notice, with the exception of the one already reported in the newspapers. Of the cases reported of persons being bitten by dogs, the cause of the attacks were in almost all cases quite natural. The period for which the dogs are kept under observation is generally twelve days, says Mr. Mackenzie. The injection of anti-rabies serum is not compulsory, but is optional on the part of patients. The process of injection, is the same as for other injections, and is performed with an instrument whose needle-like point does not cause any pain to speak of. It was quite different in the old days, when the serum was of a cream-like substance and a large aperture had to be made by the needle in the skin to permit this to pass through.

In cross-examination, Mr. Potter suggested that the widow was entitled to maintenance only and did not inherit any property belonging to her husband.

FOR 7,000 YEARS.

Witness:—That is not in accordance with Chinese law for the past 7,000 years. After her marriage her powers are practically the same as her husband's.

His Lordship:—When her husband dies, does any part of the property become hers absolutely?

Witness:—She gets all and keeps it on behalf of her son.

Mr. Potter:—Can she sell property and spend the principal?—She can.

His Lordship:—Supposing her husband left a plot of land, could she sell it and spend the proceeds on clothes and for her own pleasures?—Yes.

Mr. Potter:—Can you point out anything in the Tai Ching Lu Li (the fundamental supplementary laws of the Ching dynasty) to that effect?—Yes, but it would take me about a quarter of an hour to find it.

The case is proceeding.

A SURLY MAN.

NUISANCE TO FORMER EMPLOYER.

Mr. W. Ainsworth, sitting as Magistrate at the Central Magistracy this morning, heard a case in which a Chinese from Swatow was charged with using abusive language towards a man who was his late employer.

The facts of the case were that the defendant had been dismissed for want of zeal in his duties, and according to Mr. McCallum (who represented the Manager of a Chinese firm at No. 39, Bonham Strand West, where the defendant was employed), was of a surly, aggressive disposition. Having been discharged, he refused to leave, but would return to the shop now and then, and had his meals there at the expense of the complainant. During the period of his service with the firm he came in and went out when he liked, and generally was a nuisance. They would be satisfied if some sort of authority was given by the Court which would make the defendant stay absolutely away.

His Worship bound over the defendant for a period of six months.

CHAIR COOLIES' STANDS.

TAKEN UP BY TAXIS.

A discussion regarding the withdrawal from chair bearers of the right to use the stands which were formerly allotted to them on the lower levels, took place between Mr. G. R. Haywood and the police at the Central Magistracy yesterday afternoon, when Mr. Haywood appeared to defend a number of chair coolies who were charged, before Mr. W. Schofield, with allowing their chairs to cause an obstruction in Connaught Road Central.

Mr. Haywood pleaded guilty to a technical offence and asked his Worship not to convict. The stands outside the Hongkong Hotel and opposite the Post Office, which had originally been allotted to the chair coolies, were now taken up by taxis and private cars. The stand outside the Star Ferry Wharf was for the use of rickshaws and chairs, but the rickshaws were now making full use of this stand. Mr. Haywood asked his Worship to take these circumstances into consideration. If the police could not give the bearers a place to which they could go, they (the police) should not issue the licences.

Sub-Inspector Alexander said that twelve chairs were allowed to use the Connaught Road stand and were provided with the west end of that stand. The remainder was for the use of the rickshaws. The No. 1 chair coolie had painted a white line at the end of the stand, dividing the chairs from the rickshaws; but the chair coolies would not keep in their places.

Wanted or Not. His Worship asked if it could not be arranged that the chairs and rickshaws stand together, but the Inspector replied in the negative, adding that there was more need for rickshaws than for chairs. The police did not want any chairs below Queen's Road, and it was only by special concession that the Captain Superintendent of Police allowed the twelve to stand at Connaught Road.

Mr. Haywood: The C. S. P. may not want them, but I sometimes want them and so do many of the public. You can never get a chair when you want one, especially outside the Hongkong Hotel.

In answer to the Magistrate, Sub-Inspector Alexander said that there was no regulation issued lately regarding chairs not being allowed to park below Queen's Road. Nor was there any stand provided for them in substitution for those taken from them below Queen's Road, the only one being the Connaught Road stand. Motor traffic was becoming so great that chairs were not wanted on the lower levels.

Mr. Haywood said that his private opinion was that there should be an equal number of each kind of vehicle at the respective stands.

Asked which coolies he was instructed to defend, Mr. Haywood said that he thought that he was instructed by the whole of the Chair Coolies' Association, if he could use that term.

His Worship said that he would record a conviction, but would not impose any penalty, and asked the police that the arrangement of having chairs and rickshaws side by side be considered.

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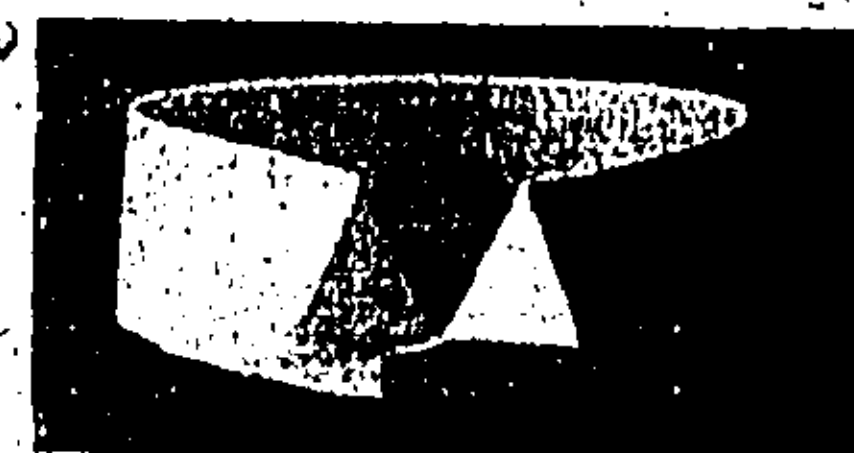
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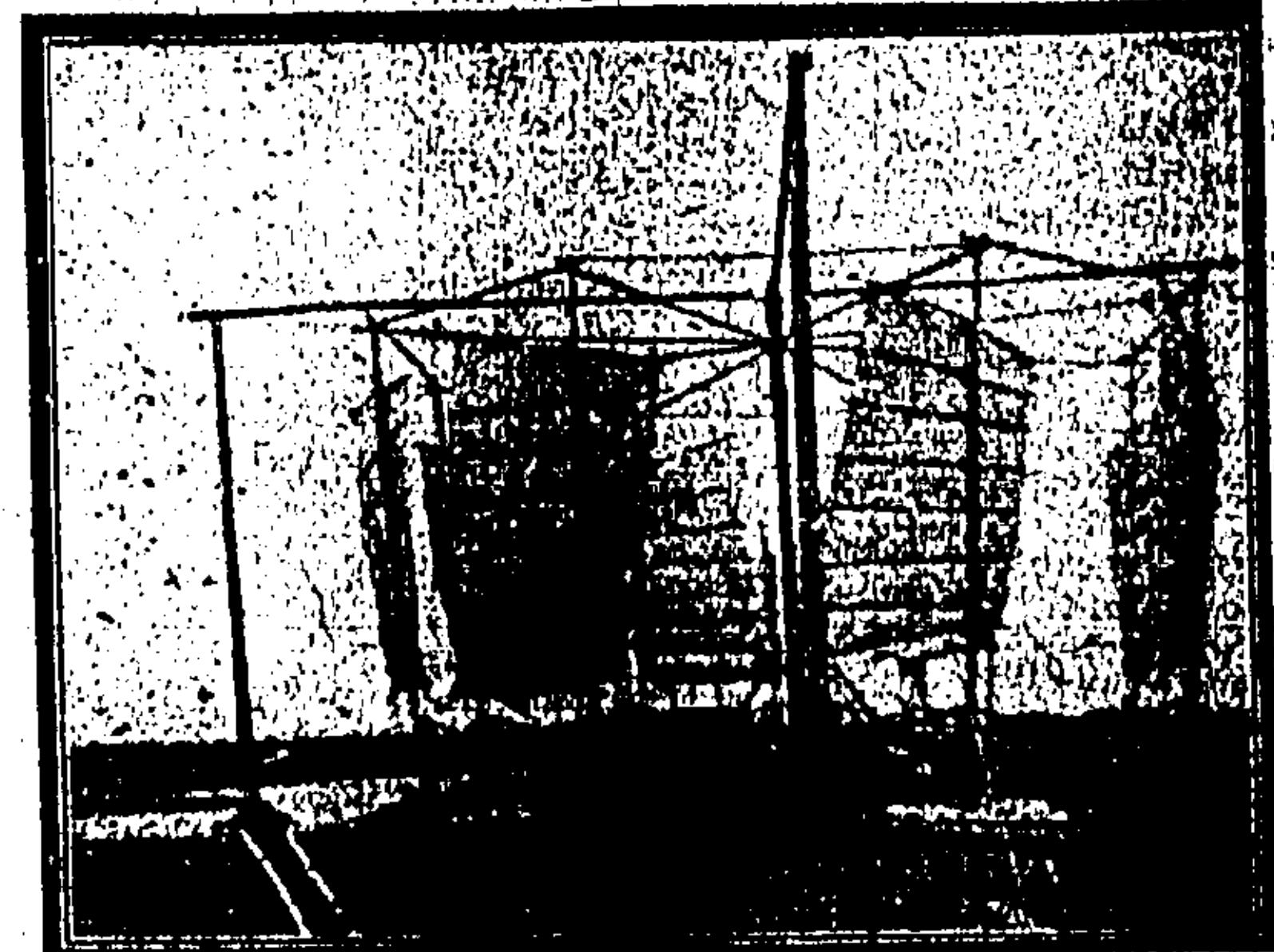
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CAMERA NEWS



BACK AGAIN.—Amid shrieking whistles and the ringing of church bells, the round-the-world
flyers came back to Clover Field, near Santa Monica, from the greatest race of all time. It was from
here they started out to encircle the globe just 196 days before. This picture shows Lieutenant Lowell
Smith, flight commander, landing.



WINDMILL USED IN SALT INDUSTRY.—This type of
windmill is to be seen at Sangku, Chihli, and is used for pumping sea
water into vats for making salt by evaporation. The sails are mount-
ed on masts, and the structure revolves in the wind, driving a chain
bucket pump.



SHANGHAI RACES.—Pictured above are some of the winners at the Autumn Meeting of the Shanghai Race Club, including the
irrepressible Mr. Norman Dallas and Mr. "Teddy" McBain, who rode Bonnie Scotland to victory in the Champions. Top row, from
left:—Mr. George Dallas leading in New Zealand, Mr. Norman Dallas up; Mr. M. O. Springfield on Young Bill, led by his owner, Miss
Billy Coultis, with Mrs. W. R. McBain in the background; Miss Vera McBain leading Varnished Duck, Mr. "Teddy" McBain up; Mr.
Alexander Sendrikoff leading Attaman, ridden by Mr. Dallas. Bottom row:—Mr. Day's Portland, led by Mr. Norman Dallas and ridden by
Mr. Hugh Malland; Mr. and Mrs. J. K. Brand, the former on Harbin; Mr. Edwin Teeg leading his pony, Archer, with Mr. "Gussie"
White in saddle; Mr. George Dallas leading Theatreland with Mr. Norman Dallas up.



NEW DEVICE.—John New-
son of Corsicana, Texas, has in-
vented wooden, hinged paddles
for swimming purposes. They are
particularly adapted to making
fast time through the water. The
creation is called "the fish's
fins."

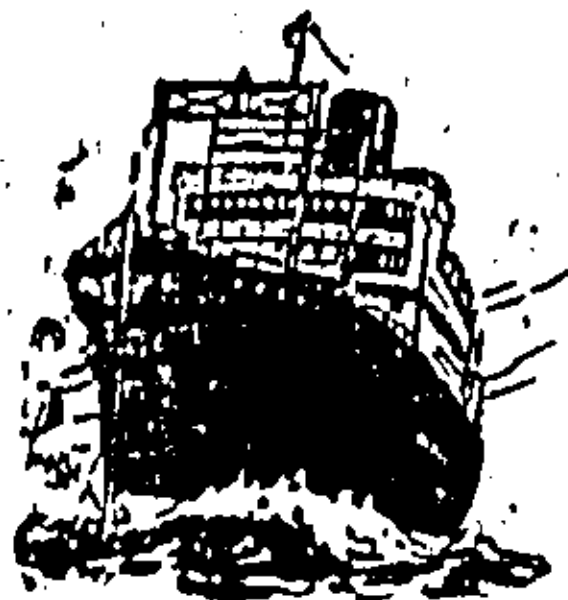


SEASON ENDED.—The baseball season in America is ended. The crowd, happy it is, seems to realize that as it drifts out
of Griffith Stadium in Washington as the shadows of evening fall over the park. It was the last game of the season.



THEN AND NOW.—Ezra
Meeker, 94-year-old pioneer,
who crossed the continent by ox
team in 1852, is crossing it again
—this time by aeroplane. He is
flying from Seattle to Washington
with Lieut. Oakley O. Kelley, the
noted transcontinental pilot.

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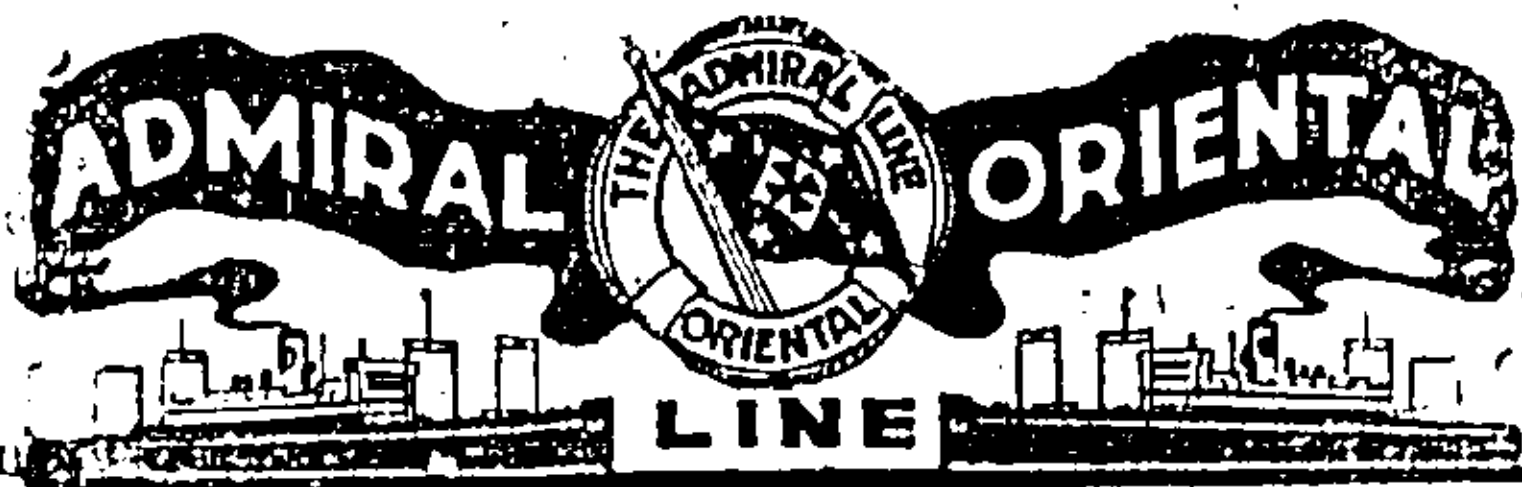
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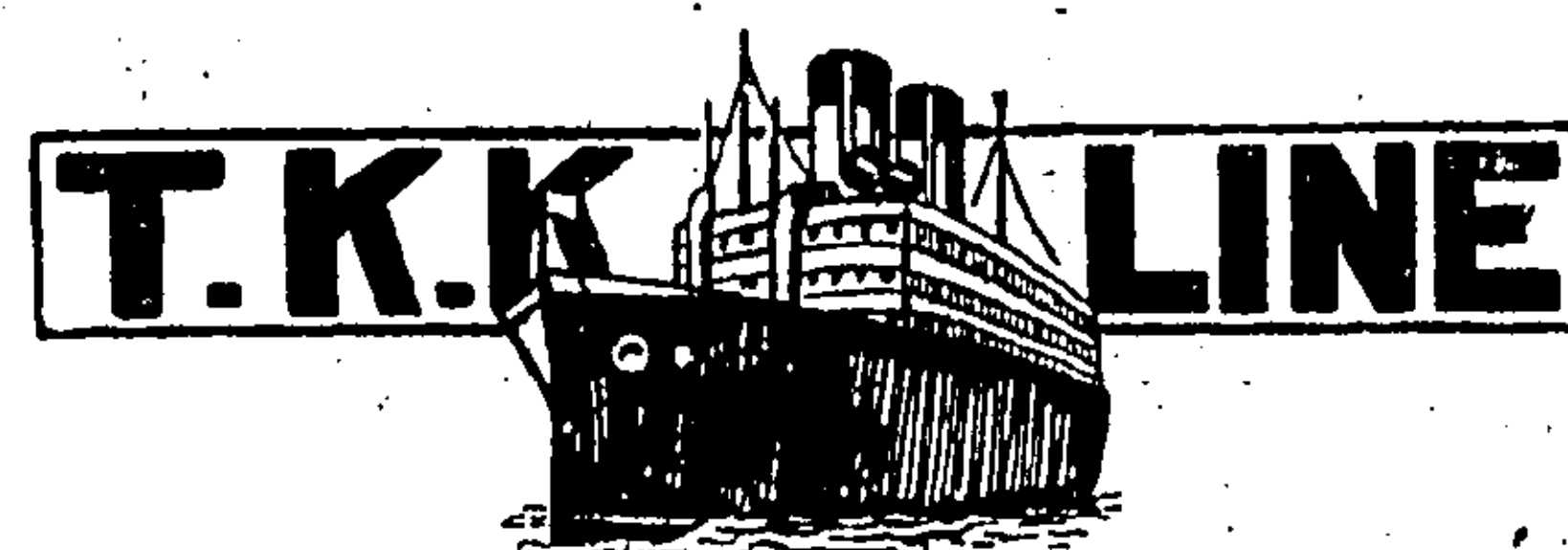
Other Atlantic Sailings every few days to Liverpool.
Southampton, Glasgow, Belfast, Antwerp, Oporto and Hamburg.
Allotment of Cabin on Atlantic steamers held here and through tickets all.
Early reservation necessary.
Two Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments and Drawing Rooms.
Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

HONGKONG—MANILA SERVICE.

From	Due	From	Due
Hongkong	Manila	Manila	Hongkong
Dec 11	Dec 13	Dec 14	Dec 16
Dec 26	Dec 28	Dec 29	Dec 31

Passenger Department: Freight and Express: Central Tel. 718. Central Tel. 2. Cables: CADANPAC. Cables: NAUTILUS



HONGKONG—SAN FRANCISCO LINE

Via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU

Connecting at San Francisco with Southern Pacific,
Santa Fe & Western Pacific Railroads.

Sailings from Hongkong

*SIBERIA MARU	22,000	Nov. 30th.
TAIYO MARU	22,000	Dec. 11th.
*KOREA MARU	20,000	Jan. 18th.
*SIBERIA MARU	20,000	Feb. 16th.
TAIYO MARU	22,000	Mar. 4th.

*Omit Nagasaki

KOREA MARU and SIBERIA MARU proceed to Los Angeles from San Francisco with cargo only.

REDUCED FARE TO EUROPE.

First Class £120 Cabin Class on Atlantic £112 Second Class £80

SOUTH AMERICAN LINE

The only direct service between Orient and South
America via Japan, Hawaii, San Francisco,
Los Angeles, Mexico, Panama, Peru & Chili.

Sailings from Hongkong

BOKUYO MARU	Dec. 8th.
RAKUYO MARU	January 16th, 1925.

Y. TSUTSUMI, Manager.

Agents at Canton: Kings' Building,

Messrs T. E. GRIFFITH LTD. Tel. No. C. 2874 & 2878

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. KATHLAMBA	via Suez Canal	29th Nov.
S.S. OANFA	via Suez Canal	7th Dec.
S.S. CITY OF SHANGHAI	via Suez Canal	19th Dec.
S.S. HYSAN	via Suez Canal	29th Dec.

* Boston & New York only.

Steamers proceed via Suez Canal or Panama Canal at
Owners option Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON: HOLYOAK, MASSEY & Co. Ltd., CANTON

STRUTHERS & BARRY.

Operating U.S. Government Ships.

REGULAR FAST FREIGHT SERVICE

For San Francisco & Los Angeles from Hongkong
by Direct Route.

23 days to San Francisco	28 days to Los Angeles
U.S.S.B. "West Cajoot"	Due Hongkong 1st Dec.
	Leaves Hongkong 3rd Dec.
U.S.S.B. "West Fatalet"	Due Hongkong 12th Dec.
	Leaves Hongkong 15th Dec.

Cargo Accepted for Transshipment at San Francisco to West Coast Sailings for Atlantic Seaboard Ports. Through Bills of Lading issued to U.S. & Canadian Overland Points.

To Manila, Zamboanga and Cebu.

U.S.S.B. "West Fatalet"	Due Hongkong 22nd Nov.
	Leaves Hongkong 23rd Nov.

To Manila, Iloilo, Saigon and Singapore.

U.S.S.B. "West Jester"	Due Hongkong 25th Nov.
	Leaves Hongkong 27th Nov.

Through bills of lading issued to all ports not served

For Full Information apply to

STRUTHERS & BARRY.

L. EVERETT, 1st Floor Queen's Building.
General Agent for Japan-China-Philippines. G. P. BRADFORD, Res. Agent
Indo-China-Straits & Java

PACIFIC SHIPPING.



REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE

(Direct.)

PHENIX	8th Dec.	Amsterdam, London & Hamburg
HECTOR	16th Dec.	Marseilles, London, Rotterdam & Glasgow
*DIOMED	22nd Dec.	Louisa, Rotterdam & Hamburg

*Via Oran

LIVERPOOL SERVICE

(Direct or via Continental Ports)

DEMODOCUS	1st Dec.	Mars, Harve, Liverpool & Glasgow
MENELAUS	20th Dec.	Genoa, Mars, Liverpool & Glasgow
ICYCLOPS	28th Dec.	Mars, Harve, Liverpool & Glasgow

*Via Port Sudan

PACIFIC SERVICE

(via Kobe and Yokohama)

PROTESILAUS	30th Nov.	Victoria, Seattle & Vancouver
ACHILLES	30th Dec.	Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)

OANFA	7th Dec.	Boston, New York, Baltimore via Suez
HYSAN	29th Dec.	Boston, New York, Baltimore via Suez

PASSENGER SERVICE

TEIRESIAS	29th Nov.	for Shanghai
HECTOR	16th Dec.	for Singapore, Marseilles & London
TEIRESIAS	29th Dec.	for Singapore, Marseilles & London
SARPEDON	29th Jan.	for Singapore, Marseilles & London
PATROCLOS	10th Mar.	for Singapore, Marseilles & London
ANTENOR	7th Apr.	for Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For Freight and Passage Rates and all Information Apply to—
BUTTERFIELD & SWIRE
AGENTS.

CONSIGNEES.

ADMIRAL ORIENTAL LINE.

The Steamship

"PRES. McKINLEY"

having arrived from Manila, P.I., on 21st November, 1924. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on 27th Nov. 1924, by the Company's Surveyors Messrs. Anderson and Ashes.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after 28th Nov. 1924, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board
Emergency Fleet Corporation
Agents.

ADMIRAL ORIENTAL LINE.

4, Des Voeux Road.

Hongkong, 24th Nov. 1924

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

S.S. "SIBERIA MARU"

Voy. 41—West.

From SAN FRANCISCO via
HONOLULU, JAPAN PORT &
SHANGHAI

The above named Steamer having arrived on SUNDAY, 23rd Nov., 1924, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered after Sunday, 30th November 1924.

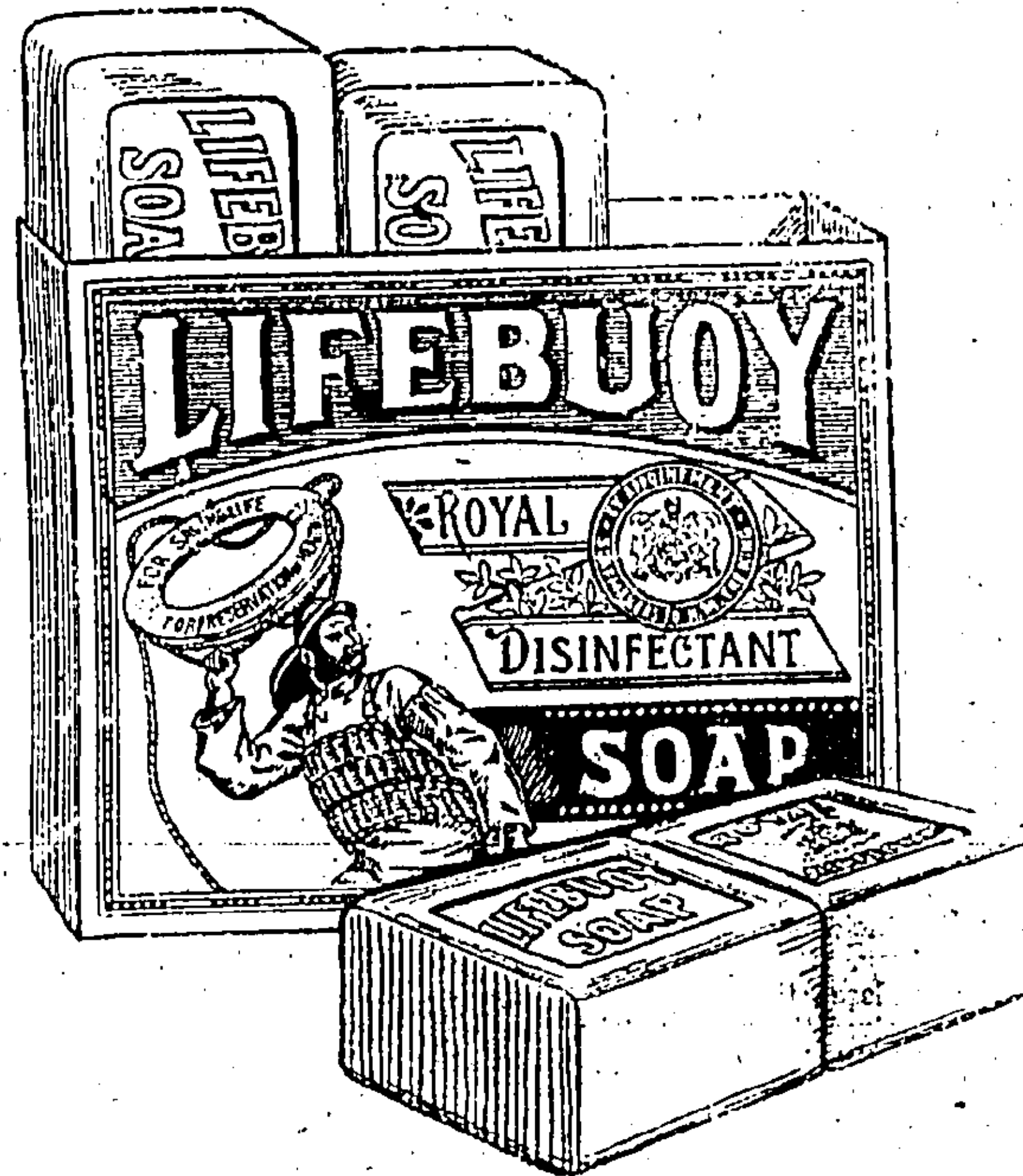
All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Saturday, 29th November, 1924, at 11 a.m.

No claims will be recognised after goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No fire insurance whatever will be effected.

Y. TSUTSUMI,

Manager.
Hongkong, 23rd Nov., 1924



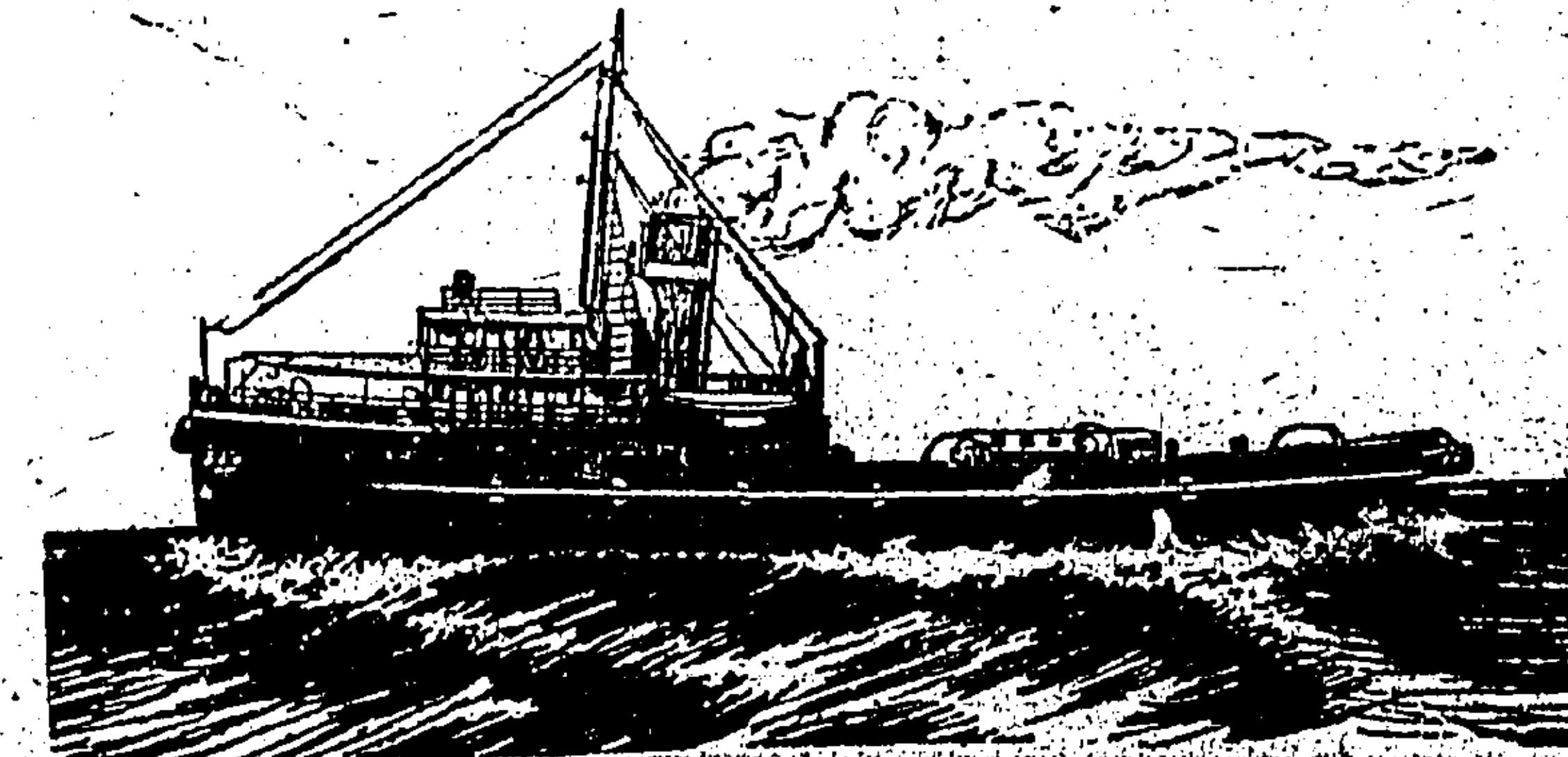
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used A1, A.B.C. Fifth Edition, Engineering, First and Second Edition,

Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 105' B.P., Breadth 34' (m) Depth 17' (m) I.H.P. 2000. Fitted with electrically driven submersible, and centrifugal pumps, air compressor, wireless searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager.

H.M. DYER & Co. M.N.A. Kowloon Dock, Hongkong.

Shipping Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND) to Straits, Java and Burma, Ceylon India, Persia Gulf, West India, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, etc.

UNUSUAL & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
GARDINIA	6,684	26th Nov. noon	S'pore, P'ang, C'bo & B'bay
KARMA	9,098	29th Nov. noon	M'ses, London & Antwerp
MANTUA	10,902	13th Dec.	Marselles & London
BOUDAN	6,686	24th Dec.	S'pore, P'ang, C'bo & B'bay
KHIVA	9,135	27th Dec.	M'ses, London & Antwerp
MACEDONIA	11,089	10th Jan. 1925	Marselles & London
SICILIA	6,813	21st Jan.	S'pore, P'ang, C'bo & B'bay
KALYAN	9,118	24th Jan.	M'ses, London & Antwerp
MOREA	10,911	7th Feb.	M'ses, London & Antwerp
GARDINIA	6,684	18th Feb.	S'pore, P'ang, C'bo & B'bay
JASMIN	9,963	21st Feb.	Marselles & London
HALWA	10,941	7th Mar.	S'pore, P'ang, C'bo & B'bay
SOUHAN	6,696	18th Mar.	M'ses, London & Antwerp
KASHGAR	9,005	21st Mar.	M'ses, London & Antwerp
SICILIA	6,813	31st Mar.	S'pore, P'ang, C'bo & B'bay
MANTUA	10,902	4th Apr.	M'ses, London & Antwerp
KARMA	9,098	18th Apr.	M'ses, London & Antwerp
MACEDONIA	11,089	2nd May	S'pore, P'ang, C'bo & B'bay
SARDINIA	6,684	16th May	S'pore, P'ang, C'bo & B'bay

BRITISH INDIA-APCAR SAILINGS (South)

TILAWA	8,500	6th Dec.	S'pore, Penang & Calcutta
WALWA	8,500	18th Dec.	S'pore, Penang & Calcutta
VAIRA	8,500	26th Dec.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	25th Nov. 4 p.m.	Manila, S'kan, Thursday Is.
ARAFURA	6,000	31st Dec.	Townsville, B'bane, Sydney
ALBANS	4,500	4th Feb. 1925	and Melbourne.

Freight and passage rates to Australia with the following:-
 The Union & Co. Company's steamers to the United Kingdom via New Zealand, Vancouver etc.
 The P. & O. Royal Mail steamers to London via Suez Canal.
 The P. & O. Branch Service of steamers to London via the Cape.
 The New Zealand Shipping Co.'s steamers for South America and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TAIWA	8,500	28th Nov.	Kobe
SOUHAN	6,696	29th Nov.	Moji, & Kobe
KHIVA	9,135	30th Nov.	Shanghai, Moji & Kobe
ARAFURA	6,000	6th Dec.	Moji & Kobe
VAIRA	8,500	12th Dec.	Kobe
MACEDONIA	11,089	13th Dec.	Shanghai, Moji & Kobe
AKADA	6,919	2nd Dec.	Moji & Kobe
KALYAN	9,118	27th Dec.	Shanghai, Moji & Kobe
SICILIA	6,813	27th Dec.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.
 WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing.
 For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
 Agents.
 53, Des Voeux Road, Central.

GLEN AND SHIRE.
JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
CARNARVONSHIRE	27th Nov.	GLENAPP	2nd Dec.
GLENARA	14th Dec.	London, Rotterdam & H'burg	
GLENBEG	25th Dec.	CARNARVONSHIRE	7th Jan.
GLENSHIEL	8th Jan.	London, Rotterdam & H'burg.	

Movements are subject to change without notice.
 For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.
THE GLEN LINE, LTD.
 Agents.
 Telephone Central No. 215, sub-ex. 23 and 3696.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave H'kong for M'sa, S'kan, Thurs. Is. & A'lian Ports.
TAIYUAN	15th Dec.	20th Dec.

This steamer is fitted with Refrigerating machinery, ensuring plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to
Butterfield & Swire.
 Agents.
 Telephone Central No. 36.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mail Steamer	Next Sailing from Marseilles	Pro. arr. at H'k. and Sailing for S'hai & Japan	Pro. Sailing from H'kong for M'ses
ANGKOR	23rd Oct.	24th Nov.	7th Dec.
ANGERS	6th Nov.	8th Dec.	21st Dec.
PAUL LEOAT	20th Nov.	22nd Dec.	4th Jan. 1925.
ANDRE LEBON	4th Dec.	5th Jan. 1925.	18th "
AMBOISE	18th Dec.	19th Jan.	1st Feb. "
CHANTILLY	18th Dec.	19th Jan.	15th Feb. "

RATES OF PASSAGE MONEY TO MARSEILLES.
 (Including Table Wine and free Doctor's attendance)
 1st Class £95.0.0 B. Class 1st Class £83.0.0
 2nd Class £68.0.0 Steamers 2nd Class £60.0.0
 Through Tickets to London and Landing Towns of Europe.
 Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS)

S.S. "SI-KIANG" from Dunkirk, London, Havre is due to arrive about 3rd week of December.
 For full particulars apply to
 Messageries Maritimes Co.
 3 Queen's Building.
 Telephone Central 74.

AGENTS: MESSAGERIES MARITIMES CO. 3 QUEEN'S BUILDING. TELEPHONE CENTRAL 74.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.
VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
 Through passage rates to Europe via America G. \$405, G. \$420, G. \$440.
KAGA MARU ... Wednesday, 17th Dec. at 11 a.m.
IYO MARU ... Thursday, 15th Jan. at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore & Ports.
SUWA MARU (Calls R'dam) ... Wed., 3rd Dec. at 11 a.m.
FUSHIMI MARU ... Wednesday, 17th Dec. at 11 a.m.
HAMBURG via LONDON & ROTTERDAM & Ports.
LIVERPOOL via ADEN & MARSEILLES.
SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU ... Wednesday, 17th Dec. at 11 a.m.
AKI MARU ... Wednesday, 14th Jan. at 11 a.m.
NEW YORK and/or BOSTON via PANAMA.
TAKAOKA MARU ... Thursday, 4th Dec.
BUENOS AIRES via Singapore, Durban & Cape Town.
KAWACHI MARU ... Saturday, 20th Dec.
BOMBAY via Singapore & Colombo.
TOBA MARU ... Friday, 28th Nov.
FUKUKI MARU ... Wednesday, 10th Dec.
CALCUTTA via Singapore, Penang & Rangoon.
AKITA MARU ... Monday, 9th Dec.
NAGANO MARU ... Tuesday, 9th Dec.
NAGASAKI, KOBE & YOKOHAMA.
YASHIMO MARU ... Thursday, 11th Dec.
SHANGHAI, KOBE & YOKOHAMA.
GENOA MARU ... Wednesday, 26th Nov.
TAMPA MARU (Kobe direct) ... Tuesday, 2nd Dec.
HAKUSAN MARU ... Tuesday, 2nd Dec.
KITANO MARU ... Wednesday, 17th Dec.
 For further information apply to:- **NIPPON YUSEN KAISHA.**
 Tel. Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.
 S.S. "EGREMONT CASTLE" ... Sails about 9th Dec.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "NIPPON" ... Sails about 22nd Nov.
 S.S. "ROSANDRA" ... Sails about 2nd Dec.
 S.S. "NUMIDIA" ... Sails about 22nd Dec.
 S.S. "VENEZIA" ... Sails about 1st Jan. 1925

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "DUCHESSA D'AOSTA" ... Sails about 8th Dec.
 S.S. "NIPPON" ... Sails about 2nd Jan. 1925.
 S.S. "ROSANDRA" ... Sails about 7th Jan.
 S.S. "NUMIDIA" ... Sails about 2nd Feb.
 S.S. "VENEZIA" ... Sails about 7th Feb.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMZUMBI" ... Sails about 1st Dec.
 S.S. "UMTALI" ... Sails about 31st Dec.
 Regular Passenger and Cargo Service to South African Ports.
 Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-
DODWELL & CO., LTD.
 Agents.
 Telephone Central 1030.

BLISSMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

Projected Sailings from Hongkong

Subject to alteration.
 City of Lahore 4th Dec. M'ses, L'don, R'dam, H'burg & Antwerp

PASSENGER SERVICE.

City of Karachi 26th Nov. Shanghai & Japan
 City of Lahore 4th Dec. Marseilles, London, etc.
 City of Karachi 29th Jan. Marseilles, London, etc.
 City of Baroda 4th Mar. Marseilles, London, etc.
 Trafford Hall 11th Apr. Marseilles, London, etc.

FARES TO LONDON.

Single 1st Class A £92, B £84. Single 2nd Class A £62, B £56.
 Cargo Steamers Saloon Passage £28.
 For further particulars apply to
HOLYOAK MASSEY & CO., LTD. **H. B. N. K. LINE, LTD.**
 Agents. Tel. Central 780.

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination. Steamer. Sailing.
BANGKOK via Swatow Chatsang Mon. 25th Nov. at 9 a.m.
STAO via S'ow & S'hai Wescang Wed. 26th Nov. at 7 a.m.
STRAITS & Calcutta Chatsang Thurs. 27th Nov. at 3 p.m.
SHANGHAI via Swatow Chatsang Fri. 28th Nov. at 7 a.m.
TIENSIN Chatsang Sat. 29th Nov. at noon.
HAIPHONG via Hoihow Mingsang Sun. 30th Nov. at 10 a.m.
BANGKOK via Swatow Mingsang Mon. 1st Dec. at 10 a.m.
STAO via S'ow & S'hai Watsing Wed. 3rd Dec. at 7 a.m.
SHANGHAI via Swatow Foushing Fri. 5th Dec. at 7 a.m.
MANILA via Amoy Yuenang Sat. 6th Dec. at 3 p.m.
STRAITS & Calcutta Namsang Sat. 6th Dec. at noon.
SANDAKAN Hingsang Mon. 8th Dec. at 7 a.m.
KOBE via Moji Lalsang Sun. 14th Dec. at 7 a.m.
Calcutta Line—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.
 All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.
Shanghai Line—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.
Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.
Haiphong Line—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.
Borneo Line—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad-Datu.
Tientsin Line—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.
Bangkok Line—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Kutsang" will be despatched on or about Thursday 27th Nov. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.
 Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.
 For Freight or Passage apply to:-

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE
 Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haiching...	A. H. Stewart	FRI. 28th inst. at 1 p.m.
Haining...	W. C. Passmore	TUES. 2nd Prox. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).
 For Freight and Passage, apply to

Douglas Lapraik & Co.,
 General Managers.

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return, by the same steamer, by the "Haining", "Haiching" & "Haining" at the Reduced Rate of \$80.00 including Meals while the steamer is in Port.

KONINKLYKE PAKETVAART
MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 4th Dec.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraph.
 1st. CLASS FARE to SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents: JAVA CHINA JAPAN LIJN.

Telephone Central No. 1574. York Building, Charter Road.

Y. K. K.
Yamashita Steamship & Mining Co., Ltd.
 Steamship Owners, Shipping & Marine Insurance Broker.
 Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEBLUNG, HONGKONG, CANTON & HAIPHONG.

Sailing from Hongkong.

FOR CANTON

S.S. "TAIKWA MARU" ... on or about 11th Nov.

FOR HAIPHONG via Hoihow & Pakhoi

S.S. "TAIKWA MARU" ... on or about 14th Nov.

FOR KEBLUNG via Swatow & Amoy

S.S. "CHUKWA MARU" ... on or about 17th Nov.

For further particulars, please apply to

Branch Office: 37, Bankman Street, West. Tel. Central 140 & 443.

Main Office: 1st Floor, King's Building, Tel. Central 140 & 443.

CONSIGNEES

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS LIMITED.

From MIDDLESBRO, LONDON AND STRAIT.

The Steamship "BENROCH"

CONSIGNEES of Cargo are

hereby informed that all goods

are being landed at their risk

into the hazardous and/or extra

hazardous godowns of the Hong-

kong and Kowloon Wharf and

Godown Co., Ltd., whence and

or from the wharves, delivery

may be obtained.

No claims will be admitted

after the goods have left the go-

downs, and all goods remaining

undelivered after the 28th inst.

will be subject to rent.

All claims against the steam-

ers must be presented to the Un-

dersigned on or before the 12th

Dec. or they will not be re-

cognised.

All broken, chafed and damaged

goods are to be left in the go-

downs where they will be exam-

ined on the 28th inst. at 10 a.m.

No Fire Insurance has been

effected.

Bills of Lading will be counter-

signed by

GIBB, LIVINGSTON AND

CO., LTD.,

Agents.

Hongkong, 21st Nov., 1924.

NOTICE TO CONSIGNEES.

SERVICES CONTRACTUELS

DES MESSAGERIES

MARITIMES.

S. S. "Lieutenant St. Loubert Sic"

Consignees of Cargo from

Dunkirk, Antwerp, Middles-

borough, London &c., also cargo

ex s.s. "MEINAM" from Cognac

&c.

In connection with above

Steamers are hereby informed that

their goods with the exception of

Opium, Treasure and Valuables

are being landed and stored at

their risks into the Godowns of

the Hongkong Kowloon Wharf

and Godown Co., Ltd. Kowloon

whence delivery may be obtained

immediately after landing.

Optional Cargo will be forward-

ed on unless intimation is receiv-

ed from the Consignee before

noon to-day requesting it to be

landed here.

Bills of Lading will be counter-

signed by the Undersigned, Goods

remaining undelivered after the

27th inst., 1924 at Noon will be

subject to rent and landing

charges.

All claims must be sent in to

me on or before the 31st inst. 1924

or they will not be recognised.

All damaged packages will

be examined on Wednesday the

In association with the Grand Hotel
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ARTHUR E. ODELL,
Managing Director.

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